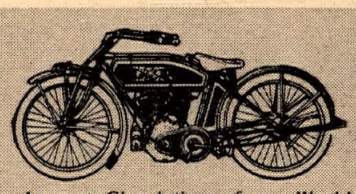
VOLUME VIII NUMBER 25 WEST July 6, 1971 PRICE THIRTY CENTS

Cycle News

America's largest and most complete weekly motorcycle newspaper



The Largest Circulation of any Weekly Motorcycle Publication

INSIDE ACTION

For the past months, Cycle News has been making a concentrated effort to build up the coverage of the Southwest racing scene and it has been paying off. So, beginning with this issue, a special by-weekly section, like the weekly Cycle News North section, will be devoted to this area of the country. Appearing on page 20, Texas correspondent Pete Szilagyi begins an in-depth, three-part series on Texas motocross, its tracks and its stars. Then, Southwest Cycle News will regularly appear in the Western Edition.

Boris Murray of LaVerne, Calif., leaves the starting line at Beech Bend International Raceway in Bowling Green, Kentucky, on his way to a 8.87 clocking for a new NHRA A—Fuel record. Murray's twin—Triumph now sports a sleek fairing, adding to the top end charge and enables him to move much faster...so fast that his speed neared 175 mph. Report on page 3.

The 'Invasion' began Sunday at Indian Dunes in Valencia, Calif., as the tough Europeans headed in to take on the best the Americans had to offer in the way of motocross. A surprise was in store as Tom Rapp (above) took a second in the first moto and third in the next to lead overall after the first two goes. To find out how he faired in the final and overall, see the report on pages 18-19. Photo by Tom Culp.

CYCLE NEWS
2499 Cerritos Ave.
Newspaper
Long Beach, Ca.
90801 (213) 427-7433

WEDNESDAY, JUNE 30

ACA TT/ST, El Toro (Ca.) Spdwy, I-5 & El Toro Rd. $5 mail (6/28). $10 post. 7:30 pm. 714/774-3222.

SPEEDWAY, SRA. Kern Co. Frgnds, Bakersfield, Ca. 8:30 pm. Free parking, program. 213/793-1558.

THURSDAY, JULY 1

CMC MX, Ascot Park, Gardena, Ca. $5 post. Night. 213/323-9710.

ST/TT SCRAMBLES, Arena Pk, Rcwy, Lubbock, Tex. 8 pm. Hi-Plains Racing Assn. 5304 48th, Lubbock, Tex. 79404.

TT/FT, Trojan Spdwy, South Gate, Calif. Night. 213/862-0229.

FRIDAY, JULY 2

½-MILE, Ascot Park, Gardena, Ca. Night. 213/323-9710.

SPEEDWAY, Orange Co. Frgnds, Costa Mesa, Ca. 8:15 pm. Adults $2.50, keen teens $1.50, kids 50 cents. 213/793-3927.

SPORT SCRAMBLES, American Cyn, Vallejo (Ca.) Spdwy. 8 pm. $2 ride/watch. 'C' Trac. 707/644-0741.

PRO TT, Ore. Sidewinders. On Lawnfield Rd. near Clackamas, Ore. 8 pm. 503/659-1022.

CLASS 'A' ST, Cal Expo, Sacramento, Ca. 8:15 pm.

SATURDAY, JULY 3

MINIS, SCMBA, Trojan Spdwy, South Gate, Ca. Noon. $3 post, $1 gate. 11 classes. 213/862-0229.

TT, Elsinore Race Track, Elsinore, Ca. 7:30 pm. Off Hwy 71.

SPORT ST, Valley, Cycleland Spdwy, 14 mi. S. of Chico, Ca. 8:30 pm, $2 ride/watch. 3 plates. 916/342-9302.

PRO TT, Mt. St. Helens. Box 51, Castle Rock, Wash. 98611.

ALL-JUNIOR DAY, Rough Rider Cycle Park, Simi, Ca.

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NEW LOW PRICES
RACING EVERY NIGHT
(EXCEPT MONDAY AND WEDNESDAY)
PASS TWO 50¢ Savings Per Person
Show this ad at the BOX OFFICE
FRI. 8:30 HALF MILE NATIONAL STARS CYCLES
100 M.P.H. ACTION
CRA SAT. 8:30 SPRINT CARS
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BIG DIRT TRACK
SUN. 7:30 CRISS-CROSS STOCK CAR FIGURE 8's
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THRILLS & SPILLS
10,000 SEATS
18400 S. VERMONT PLENTY OF PARKING
HARBOR & SAN DIEGO FREEWAYS IN GARDENA
CUT OUT & SAVE

PRO ½-MILE, Agajanian Ent. Corona (Ca.) Rcwy. 8 pm, $1200 purse. Free parking. 714/735-1704.

ST, Washoe Co. Frgnds Arena, Reno, Nev. 7:30 pm. 702/323-6055.

CLASS A SPEEDWAY, Trojan Speedway, South Gate, Ca. 7:30 pm. 213/923-9132, 862-0229.

RACES, Hi Hats. Martinez Marina, Route 680 to Martinez, Ca. $2 ride/watch. 'C' trac. Silencers. Noon.

TT SCRAMBLES, Yuba-Sutter. Triple-M Rcwy, Marysville, Ca. 8 pm, $2 ride/watch. 916/673-3703.

SPORTSMAN ST, Nevada Trailblazers. Washoe Co. Frgnds, Reno, Nev. Benefit. 2 pm. $2 ride, $2.50 watch. Silencers. 702/323-8846.

MX, NMMC. Bearcat Rcwy, E. of Albuquerque, N.M. Championship $3.50, sportsman $2. Gate $3.50. 11 am. 505/898-0528, 299-1257.

MX, Placerville. Motherlode Rcwy, Hwy 50 to El Dorado Rd, Placerville, Ca. $4 ride, $2 watch. 916/677-2689, 622-2631.

ST, Almeda Spdwy, 5 mi. S. of Astrodome, Houston, Tex. Cars & cycles. 7:30 pm. $2.50 gate. 713/529-3105.

SAT. & SUN., JULY 3 & 4

HARE SCRAMBLES, Greyhounds. Ponderosa, 15 mi. E. of Lancaster, Ca., on Ave. J. 10 am. 213/367-2907.

HRA TT, sport riding and practice. Huntington Beach (Ca.) Cycle Park. All cards honored. 10 am-4 pm. $1.50. 714/246-6109.

SUNDAY, JULY 4

MINI ST, MBWWRA CANCELLED se (Ca.) Frgnds. Use rear er race, $1 watch. Noon. Box A., Campbell, Ca.

ACE
Motocross Schedule & up coming events
at
Indian Dunes Park
July 4 — "Can-Am" Series
July 5 — Skyrocket Grand Prix
July 10 — All Junior Day*
July 11 — All Class Moto
July 17 — All Junior Day
July 18 — "Can-Am" Series*
*Mail entry this event
ACE
28700 Saugus—Ventura Rd.
P.O. Box 174, Newhall, Cal.
Info (805) 259-8000

CHANGES!

6- and 12-HOUR ROAD RACE at Willow Springs July 3 & 4 has been CANCELLED.

MBWWRA MINI-BIKE RACES at San Jose on JULY 4 has been CANCELLED.

TROJAN SPEEDWAY will no longer have 50-LAP features on the first Sunday of the month. They are scheduled for first Thursdays.

MINI-BIKE RACES at TROJAN SPEEDWAY will be held TUESDAY at 6 pm, rather than Saturday.

CLASS C SHORT TRACK at Capitol Speedway has been CANCELLED.

ALL-JUNIOR MX, Bay Mare, Somis, Ca. $4 mail, $7 post. Box 371, Somis, Ca. 93066. 805/529-1872, 529-9542.

TT/FT, Trojan Spdwy, South Gate, Ca. 4:30 pm. 213/862-0229.

MX, Deadman's Point, Apple Valley, Ca. 10 am. $2 post ($2.50 non-members), $2 gate. 714/247-7473 eves.

MINIS, AMRA, Indian Dunes, Valencia, Ca. $2.50 post ($3 non-members), 10 am. 805/259-8000.

CMC MX, Osteen Park, Pomona, Ca. $5 mail (6/29), $10 post. 10 am. Box 1402, Costa Mesa, Ca. 92626.

DUAL EUROPEAN SCRAMBLES, So. Cal. & Chargers. Limed from Calif. City golf course. $3.25, 9 am. D-37 pts. 4445 Ethel Ave., Studio City, Ca. 91604.

INTER-AMA MX, Coal Creek Rcwy, Denver, Colo. 250 International. $4000 purse.

EUROPEAN SCRAMBLES, SRA. Limed from Calif. City, Ca. Beginners, nov. only. Camp, sign 6 am. 714/735-4641, 213/370-8234.

TRIALS, PNTA. Pine Creek. Box 131, Weston, Ore., 97886.

WANTED:

Pictures of BIKINI FLAG GIRL
Oak Creek, June 13

CMC
Every Thursday Night
Motocross
under the lights
ASCOT PARK
Cash for Ex. — Trophies Inter. & Jr.
$5.00 post — CMC Lic. Req. — 3 Readable No. Plates
Gates open 4:30 p.m. — 1st Race 7:30
Entries close 6:30 PM
Gen. Add: $2.95
Jr. (12-17) 1.50
Kinds (8-12) .50
Under 8 Free
With this ad 50¢ discount
P.O. Box 1402, Costa Mesa 92626

ACA MX, Saddleback Park, Irvine, Ca. $3 mail (7/1), $6 post. $1 extra class. 10 am. 106 N. Claudina Suite 312, Anaheim, Ca. 92805. 714/774-3222.

MX, Slo-Pokes. Spillway Park, Santa Maria, Ca. $1.50 gate, $3.50 entry. $3 w/silencer. D-35. Hwy 101, Broadway offramp. 805/735-1177, 736-6362.

MX, ACe. Indian Dunes, Valencia, Ca. $5 mail, $7.50 post. $500 purse. Box 174, Newhall, Ca. 805/259-8000.

MONDAY, JULY 5

AMA NATIONAL ½-MILE, San Jose (Ca.) Co. Frgnds. 20 laps.

SCRAMBLES, Hayward. Hayward Spwy. $2 ride/watch. 7 pm. 'C' trac. 3800 Depot Rd., S. Hayward, Ca.

GRAND PRIX SCRAMBLES, ACE. Indian Dunes, Valencia, Ca. $5 entry. Box 174, Newhall, Ca. 805/259-8000.

INVITATIONAL MX, Manning Cycle Park, Manning, Utah. $500 purse. Entry: Nov/Ex $1.50, Pro $8. Sign 1-2 pn. 475 So. 425 W., Tooele, Utah 84074. 801/785-4349, 882-1850.

WEDNESDAY, JULY 7

ACA TT/ST, El Toro (Ca.) Spdwy, El Toro, Ca. I-5 & El Toro Rd. $5 mail (7/5), $10 post. 7:30 pm. 714/774-3222.

SPEEDWAY, SRA. Kern Co. Frgnds, Bakersfield, Ca. 8:30 pm. Free parking/program. 213/793-1558.

(Continued on page 26)

regularly scheduled events

ATTENTION PROMOTERS:
For Listing in this column call or write:
CYCLE NEWS
Box 498, Long Beach, Ca. 90801
(213) 427-7433

1st THURS. OF EVERY MONTH

250 TT, 50 lap — Trojan Speedway. Guaranteed $300.00 purse. Pre-entry fee $5.00. Post Entry fee $10.00. Send entries to 5601 Southern Ave., South Gate, Calif. or bring by the track. Gates open 5:30, Close 7:00. First race 7:30. Also regularly scheduled program. For further information call: (213) 923-9132 or 862-0229.

EVERY WEDNESDAY

A.C.A. SHORT TRACK & TT at El Toro Speedway (formerly Orange County Speedway) 23001 Valencia. El Toro, Calif., El Toro off-ramp San Diego Freeway. Pre-Entry $5.00. Post-Entry $10.00. Pits open 6:00 p.m., practice 7:00. First race 8:00 p.m. ACA license required. Pit men $2.00 membership. Guaranteed Purse Sr. Classes. Admission $2.50, Jr. (12-16) $1.50. Info: (714) 744-3222.

1st & 3rd SUNDAY OF EVERY MONTH

Deadman's Point, Apple Valley, Cal. 1st & 3rd Sunday — Motocross — all classes 8 a.m. practice — 10 a.m. start — $2.00 gate entry — $2.00 race entry with membership, $2.50 without membership. Info — (714) 247-7473 (eves.)

EVERY SATURDAY

Professional TT (night) by the Mt. St. Helens M/C Club, Inc., at Castle Rock, Wash. For information write: P.O. Box 51, Castle Rock, Wash.

EVERY SATURDAY

TT RACING at Elsinore Race Track. Gates open at 3, races at 7:30. Off Hwy. 71 in Elsinore, Cal.

EVERY THURSDAY
CMC NIGHT MOTOCROSS AT ASCOT PARK

$5 post entry — 3 number plates. CMC license required. Pit gates 4:30 PM. First race — 7:30 PM. $400 purse, Experts — trophies, Juniors and Intermediates. General admission $2.95, Junior admission $1.50, Kids admission $.50. Under 8 Free. Entries close 6:30 PM.

J. C. AGAJANIAN Presents...
A.M.A. FLAT TRACK
Motorcycle Races
Gate Open 6 pm
Every Saturday Night 8:00 p.m.
CORONA RACEWAY
Adults $2.50, Jr.'s & Servicemen in uniform $2.00
8 to 12 $1.00, Under 8 Free — FREE PARKING

SPEEDWAY
Motorcycle
RACING
Friday
Night 8 PM
Orange Co.
FAIRGROUNDS
COSTA MESA

Murray Bombs Both Ends at Bowling Green

By Ken Dunlap
Cycle News East

BOWLING GREEN, KY., June 19-20, 1971 — It took him two days, but Boris Murray shattered both ends of the A/F Quarter-Mile Drag Bike Record during the NHRA Championships, held at the Beech Bend Raceway.

During regular qualification and record runs Saturday, Murray's twin Triumph-engined bike blasted to a blistering 174.08 mph in 8.87 seconds, but Boris was unable to back it up with the necessary within-two-percent run when he wheelied off the start line.

Officials allowed him one more pass Sunday; this time he upped the speed end of the record to 174.75 mph. His runs were also the top times of the meet.

Murray made three straight runs at 174 mph, which would have insured him the top eliminator spot, if his drive chain hadn't broken on the final run. He was lined up against Larry Welch, who was riding Sonny Routt's twin Triumph dragster. When the light turned green Murray was left two feet in front of the line, while Welch soloed to 156.52 mph in 9.34 seconds.

Murray wasn't the only one to rewrite the record books at Beech Bend. A total of nine bikes set new marks, three of them in street bike classes.

Ron Fringer, whose Harley-Davidson A/Gas bike holds the American Motorcycle Drag Racing Association record of 10.05 seconds, set a NHRA record of 9.99 seconds. John Neidengard set the top speed record in that class with a 139.53 mph run on his Harley.

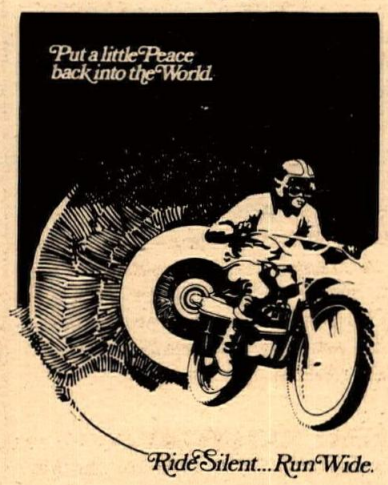
Two teams established the 750 Honda as a bike to be reckoned with. The Action Fours team, with Bill Hahn riding, set the C/G bike speed record at 121.45. Their B/Street machine now holds both ends of the record at 11.69 and 118.57 mph.

Ron Teson, riding for the Tedder, Muldon, Teson team, ran the quarter in 11.19 seconds on their four. The bike later soloed to the Junior Eliminator win in 13.77 seconds at 98.79 mph, when Kenny Stiller pulled the dead man switch on the start line and was unable to kick start to make the final run.

Saturday's qualification runs were made with hardly a hitch; almost 400 bikes were timed. But Sunday's eliminations got started late. The officials candidly admitted the delay was caused by a misplaced plug for the Chrondek timers. No one was more eager to get the bikes started than the officials, though. After the bike drags, Beech Bend held its regular Sunday afternoon drag program; and after that there was to be the stock car event on the adjacent quater-mile oval.

(Results on page 28)

Ron Teson of Hawthorne, Calif., accepts congradulations from Bob Daniels, Division Director of NHRA for the Tedeer, Muldeon and Teson victory in the Junior Eliminator bracket at the National M/C Championships at the Beech Bend Raceway. Photo by Tyler.



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WHITEY MARTINO

★ BENEFIT RACE ★

JULY 5, at INDIAN DUNES

EUROPEAN SCRAMBLES 4 MILE COURSE
WATER & HILLS

$5.00 Post Entry — Riders will receive a ticket for the Benefit Raffle for Whitey Martino — Drawing will be held at Indian Dunes on July 5.

Prizes include — Mini-bike, Leathers, Helmets, Oil and others.

Additional raffle tickets available $1.00 each.

$600 Cash to Seniors (Amateurs and Experts will ride Senior Division)

CASH BREAKDOWN

100cc			125cc			250cc			Open		
1st	—	$45	1st	—	$50	1st	—	$60	1st	—	$65
2nd	—	$30	2nd	—	$35	2nd	—	$45	2nd	—	$50
3rd	—	$20	3rd	—	$20	3rd	—	$30	3rd	—	$30
4th	—	$15	4th	—	$15	4th	—	$15	4th	—	$20
5th	—	$10	5th	—	$10	5th	—	$10	5th	—	$15

SPECIAL EVENT - - - MATCH RACE

★ VIEWFINDERS vs CHECKERS ★

"100% Of Entry Goes to Whitey"

40% Trophies to Juniors
4 Ft. Club Trophy to the club with most entries

FIREWORKS — Night of July 4
Camping Permitted
Showers for riders

JOHN RICE SAYS "No Desert Rider can beat a Motocross Rider"

Cycle News

"America's No. 1 weekly motorcycle newspaper. You'll always see it FIRST in Cycle News!"

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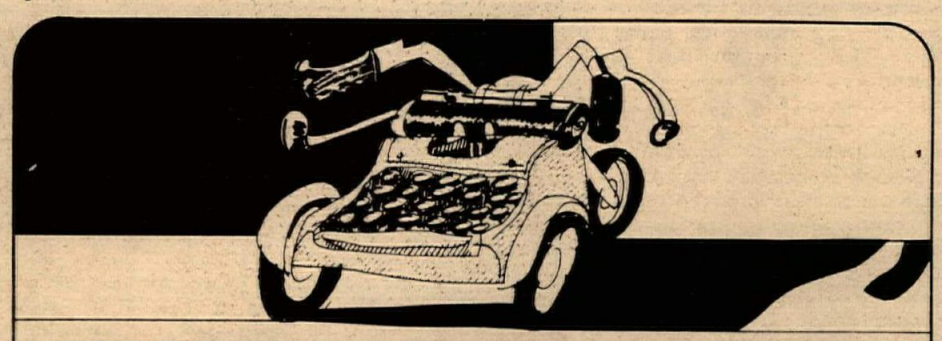

VOICES OF THE WEST

THE FAULT, DEAR BRUTUS...

Dominguez Hills and the Corona trails (not the Raceway) are now closed, not because of anti-bike laws, noise, police, etc., but because of the bikers themselves. According to the policeman I talked to at Dominguez, the area was closed because of two things: 1.) Some thoughtless biker broke his arm there and sued the owner of the hills. If you get hurt, don't sue; the owner will probably close the area, as was done in this area. If he hadn't sued, maybe we could all still ride there. 2.) The area had been surveyed and set up with markers, etc., for future buildings. The markers were torn up by the bikers. It's costing the owner too much to let us ride there.

The Corona trails, according to two people who said they were the owners, are closed because the bikers were tearing up the hills. Instead of sticking to the already existing trails, virgin land was torn up, causing erosion. The land was being used to graze sheep on. You can't grow anything on an eroded hill.

What I'm trying to get across is that it's not always noise, anti-bike laws, etc., but the thoughtless actions of us bikers that force the land owners to close the areas. In the future let's keep it cool so maybe there will be something to ride on without driving over 100 miles. Think about it.

LLOYD SIMES
Downey, Calif.

STOP KIDS?

Overpopulation has been the key factor in the increasing loss of our open land for recreational uses such as motorcycling. In order to protect our open lands and quality of life, we in Zero Population Growth are fighting for sensible limited population growth in California. Senseless population growth creates tremendous social problems, which creates the pressure to consume land for subdivisions rather than for recreation.

I urge all my fellow motorcycle enthusiasts to help in the politcal lobby efforts of Zero Population Growth. We need memberships and manpower to put the right kind of political candidates into office. Please contact your local chapter about joining for the $10 membership fee or about donating manpower. Addresses: ZPG Nation, 330 Second St., Los Altos, 94022; ZPG San Diego, 4436 Park Blvd., San Diego, 92116; ZPG Los Angeles, 1720 Pontius St., Room 205, Los Angeles, 90025.

BENNY CHIEN M.D.
Political Coordinator
San Diego ZPG
CMC No. 768 (500 Junior)

ON THIS SIDE

How about a little bit more on our races, or maybe even a picture once in awhile. You know we race too!

DOC MOTT
Sierra Madre, Calif.

We always like to hear from our readers when we are "dropping the ball" in an area so that we can do a little better next time around. However, you forgot to mention where your races are held, when, and what type they are. You didn't leave us much to go on so it may be a little difficult to fulfill your requests since we don't know what you're talking about. But, at least, your letter got here...Ed.

EUROPEAN SUPPORTS OAK CREEK

It is plain to see, that the standard of motocross in and around California is not good enough to match the high standards riders possess in this country. But reference must be made to one track in Mojave, named Oak Creek Ranch. The potential of this, and its progress, can produce riders of top class material. This is the place to learn the trade, and the promoter is worthy of support, from those riders actively involved in the sport.

The popularity of this sport appears to be increasing.

My contact with the promoter of the track showed me that he is first class in organization, as he is ambitious to create a better quality of motocross. He has the interests of the sport at heart and to those who desire a higher standard, should go and support this track.

M. MORRISSON
Kent, England

REACTION

I have just read the editorial "Junior Pros Not Wanted" by John Bethea. I would like to know where he obtained his information. I have asked this question of three high school coaches and in return they have put the question to the AAU without an answer.

Let's have all the truth. A rider may ride class "C", or Pro as you call it, and still ride sportsman events up until the time he becomes an Expert in class "C". He receives monies for class "C" in other type events and this in itself makes him a pro. Please explain how he can also ride sportsman events — or novice.

J. SMITH
Alta Loma, Calif.

Apparently, you have restricted yourself only to the AMA. However, outside the AMA are other sanctioning groups like the ACA, CMC, etc. which also give riders a ranking like Junior. Many of these riders do not belong to the AMA and from these ranks, a few promoters will stage races in which Junior riders are offered money for winning. Whether he rides class "C" or not is not the issue. The issue is that some inidividuals, among the 12-18 age group, are competing for money when they have no intentions of really riding Professional in the future — it's only an inducement. Once they ride as a Professional, they could be reprimanded in the future and barred from Amateur athletics. There's a very thin line there, hard to define, but easy to cross. We suggest you avoid it altogether and play it safe...Ed.

MUFFLED MOUTHS

The members of S.P.O.R.T. M.C. have elected to equip their motorcycles with mufflers on all club functions starting July 1, 1971. Our decision to do this was greatly enhanced by the articles in Cycle News and a desire to improve the motorcyclists image. We hope many other clubs adopt this rule because much of our future riding may depend on it.

LEROY MILLER
Rec. Sect.
S.P.O.R.T. M/C

FROM THE CONTINENT

Fantastic is the only word I can use to describe the sculpture of the motocross rider on the cover of your June 15, 1971 issue. I really thought it was a photograph of a mud covered rider for quite a few moments. It's innovative features such as this that keeps me a happy Cycle News subscriber here in Heidelberg, Germany. Keep up the fantastic coverage.

LT. STEWART CRANE
Heidelberg, Germany
& Reno, Nevada

99 SPEAKS

Your coverage of the Loudon National was pretty good, however, — and probably not your fault — was the listing of the finishers in the Junior race. I finished fourth but all you listed was my number (99). I was riding a Yamaha TR2. Keep up the road race coverage.

JAMES CHEN
Carson, Calif.

BRAD LACKEY STUFF

Well, yesterday was the 500 GP here in Czecho. at Stribre. It had been raining every day for about a week so you can guess what I thought it would be like. But, when we got there on Saturday it was just wonderful, no mud, just all traction. It rained a little Saturday during practice but not much and a little Sunday during the race but it was still OK.

This has been the best track I've been to so far. It was super fast 3rd and a little 4th gear places; big green grass fields for the 4th gear start. It went up a couple of steep hills with steps all the way up. Then, it went across 2 pavement sections and they were about the worst sections on the course.

Roger DeCoster won both motos. Fredrichs didn't ride because he crashed last week in an international race and broke his wrist and cut his back badly. Adolf Weil got second. Well, here's the list:

1. DeCoster/Belgium
2. Weil/NSR
3. Aberg/Sweden
4. Jonnson/Sweden
5. Velthevon/Belgium
6. Baur/NSR
7. Hammargren/Sweden
8. Konecny/CSSR
9. Homola/CSSR
10. Valek/CSSR
11. Van Loon/Belgium
12. Krasnotchekov/CSSR
13. Hoppe/NDR
14. Belaz/CSSR
15. Lackey/USA

BRAD LACKEY

Alive and well and living in Czechoslovakia...

JUST WRITE

Your coverage of motorcycle events here in the Phoenix area is extremely lacking. How does one go about getting stories and/or results of races in your publication?

MICHAEL D. MURPHY
Phoenix, Ariz.

You've already taken the first step — writing us. Expect a contributor packet in the mail shortly. Also, all results sent to us which include brand names with the first three positions in each class will get printed. You may, in addition, wish to send a short report with the results for publication consideration...Ed.

SHIRT SHACK OR SHIRT SHUCK?

While attending the Cycle World Show at the Sports Arena in L.A., I ordered two T-shirts from an organization called the Shirt Shack. I paid on the spot ($7.88) and was advised that I would receive delivery in two weeks.

Five weeks later I wrote them, asking where my shirts were. They have no phone. I was advised by return mail that they were backlogged with orders and were moving their business. They also stated that all backlogged orders would be filled by the end of the week, the sixth week since I had paid.

Two weeks later I wrote them another letter advising them that I wanted my shirts or my money back. That letter didn't even receive the courtesy of a reply.

I have now given up hope of receiving my shirts, but hopefully other cyclists will not be taken in by their ads. They have nice shirts but what good are they if you never get them? Oh, well.

DAVE BROWN
Alhambra, Calif.

HILLTOPPERS TOPS

I am very disappointed in your report of the Hilltopper's Hare Scrambles.

How sad that a few weeks ago a whole page was devoted to a rotten race, and this week a really great race was thrown and the only thing mentioned in your article was a few inches of glorified results.

The Hilltoppers outdid themselves Sunday. The whole race was run with great efficiency and smooth precision that should be the way all races are done. With all the confusion and disorganization lately in the desert, it was nice to see a race go so smoothly.

They started with separate camping and pit areas with large signs telling you so.

Sign-up at some races can be a real mess, with everyone doing everything at one place, all classes throwing entry blanks and money at a few guys in one truck. Not the Hilltoppers, they had a cashier taking all money. Before you could even pay your AMA card was checked (no lawsuits that way). Then you went to the truck with your class listed to get your tank card. There was no mixed-up change or entry blanks or wrong tank cards.

Lately, if a race is supposed to start at 10 a.m. it might start at 10:30 or later, but this week the information said the banner would go up at 9:59 and drop at 10. I don't think anyone believe it. It happened! Up at one minute till, down at 10:00. Same with the Novice race. At 10:15 everyone was on the course.

Lately, if half the riders don't break down in the rough stuff, they get lost due to lack of lime. This week a few of the comments heard were, "Just great, even a blind man wouldn't get lost on that course"; "So much lime and ribbon I couldn't believe it" and "Great danger marking, even the second time around." One diligent Hilltopper found a way to fix danger marks for the second loop. And the course was compact and a little of everything. All the road crossings had a check or a flagger so no one could claim trouble crossing roads.

If someone broke down, finding them was not as tough as usual, either. A map showing how to get to all checks and roads was at the Rescue 3 truck.

It was hard to believe this was the first in 3 years for the Hilltoppers. They are a well-organized, efficient, and friendly group of men and women.

They also seemed to enjoy themselves and so did I. Saturday night in their camp, free beer and a bag pipe serenade made a nice evening before the race too!

Great race, Hilltoppers; bad report, Cycle News.

NANCY DAILEY
Long Beach, Calif.

Letters to VOICES OF THE WEST should be sent to P.O. Box 498, Long Beach, Calif. 90801. Please keep the length to less than 150 words. Opinions appearing either in whole or in part do not necessarily reflect the opinions of this publication...Ed.

Bruce Brown has decided to postpone the release of "On Any Sunday" for approximately two weeks. The announcement came on the eve of the June 30 premier.

Bob Bagley, Brown's long-time associate, said that the reasons were due to technical difficulties involving the final print. "We've put two years into this and have been very rushed recently," said Bagley. "Bruce said he does not want to release anything that isn't first-rate."

Cycle News will announce the new release date as soon as it becomes available.

m.o.r.e. from the capitol

By Russ Sanford

TAKE A BOW

For the past several years we have been telling motorcyclists that we can make 'the system' work for us if we just learn how to use it. And 'learn' we have! The State Capitol has been deluged with mail protesting some of the recent legislative attempts. And this deluge has caused more than a few of our legislators to take notice of use and recognize that we really do exist and that we are becoming organized. For example: I was asked last week by a Committee Chairman, "How many motorcyclists are there in California?" When I replied that there are more than two million, another Committee Member quickly responded, "Yeah, and every one of them lives in my district and knows how to write letters!"

My sincere thanks to each of you who has taken the time to write to your representatives. And now, let's examine the results of our letter-writing campaign.

REGISTRATION AND IDENTIFICATION

Even before it began, the 1971 Legislative Session was destined to become the 'year of ecology'. We, the motorcyclists, had been working for two years to put together a program for registration and identification of Off Road Vehicles (ORV's) with the resultant funds to be used to acquire and develop mechanical parks for ORV use. This program was eventually introduced in our behalf by Assemblyman Chappie as AB2342.

Due to the 'ecology pressure', several other Bills were introduced which, although somewhat similar to AB2342, imposed severe restrictions on ORC operation and in some instances would have eliminated off-road riding. One of these was AB 578 (Ryan) which has since been amended to apply only to snowmobiles. Another, probably the most infamous, was AB2985 (Z'berg) which appeared in the June 1st issue of Cycle News.

In an almost endless series of hearings and meetings, the ORV enthusiasts and the ultra-conservationists have defended the merits of their respective Bills. In the most recent hearing, which was held on June 17th, Assemblyman Z'berg announced that he would withhold further action on his AB 2985 and would become a co-author of AB2342 which will become known as the Chappie-Z'berg Bill. Although it has become necessary to amend AB2342 somewhat from its original version, it is essentially the same. The amendments merely provide greater clarification.

We feel that it is commendable of Assemblyman Z'berg to take the action which he has. Our letter-writing campaign has certainly opened his and other legislator's eyes to the true circumstances surrounding our form of recreation and sport. Likewise, our legislators undoubtedly have learned that we, as a majority, are responsible citizens who respect the rights of others.

As you are no doubt aware by now, Mr. Z'berg is the Chairman of the Assembly Natural Resources Committee. It is very unlikely that 'our' AB2342 would have a chance of passing this year without his support. With his support as co-author, and with your letters to your elected representatives, I am certain that AB2342 will 'make it with flying colors'. I am certain that Mr. Z'berg will appreciate any letters of thanks which you care to write.

MOTORCYCLE EDUCATION

Our Motorcycle Education Bill (AB2340, Chappie) has passed its first major hurdle. The Assembly Education Committee's Sub-Committee for Curriculum unanimously approved the Bill in a special hearing on June 18th. AB 2340 will be heard again by the entire Assembly Education Committee on Tuesday, June 29th.

ANTI-NECKBREAKERS

Our Anti-Neckbreaker Bill (AB2787) was heard on June 8th and was bitterly opposed by cattlemen and ranchers. We are now working on amendments which should make the Bill more acceptable by these interests and still afford protection from unmarked cables, chains, wires, etc.

Please address all comments and inquiries to the author, c/o M.O.R.E., P.O. Box 26062, Sacramento, CA 95826.

BAJA 500 WINNER BOB FERRO HEADS STRONG FIELD IN ADELANTO 200 OFF ROAD RACE JULY 3-4

A strong field of entries from Sandmaster for the Adelanto 200 MIle Off Road Race, to be held July 3-4, will be headed by Bob Ferro, 23-year-old winner of the recent Baja 500 race.

Ferro, a well known motorcycle competitor converted to the ranks of four wheel vehicles, will be driving the same vehicle he rode to a record-breaking victory in the Baja 500, a Sandmaster SS-I single seater, VW-powered buggy.

The Adelanto 200 off-road event for both motorcycles and four wheel vehicles has become a July 4th holiday race festival for the city of Adelanto, Calif., and the desert community of Victor Valley. The race is co-hosted by the Leo Collins Post No. 229 American Legion (Adelanto), and Hollywood Post No. 43 American Legion. Sponsor and sanctioning body is ACCRA (American Cross County Racing Associates), Covina, Calif.

Officials of ACCRA state that the all-terrain 50-mile course to be run is an excellent test for both motorcycles and off-road automobiles. The course is completely laid out and marked by ACCRA and Motorcycle Steward Marvin Beard, noted South California cyclist.

The start-finish line will be at a point off Shadow Mountain Road, between Hillendale and Highway 395, with the entire course being run east of Highway 395. A special spectator area has been established on a ridge adjacent to the start-finish line, from which point the vehicles can be visible for many miles over the 50-mile course, according to Collins.

Ferro's winning time in the Baja 500 demolished the previous record of the race held by Parnelli Jones, cutting his time by 44 minutes. He rode his Sandmaster buggy to victory alone, and the vehicle is described as a light car, one of the latest designs in the North Hollywood company's production series.

Among noted cyclists entered in the Adelanto 200 to date are Gary and Dwayne Jones, Mike Patrick and Phil Bowers, Bob Ewing and Preston Petty, and Larry Bergquist and Gary Griffin.

Classes of vehicles in the race include three for motorcycles: up to 125cc, 125cc to 250cc, and over 250cc. Five automobile classes are: four wheel drive production, single seat buggy, two seat buggy, two wheel drive sedan production, and unclassified.

Race entries are being accepted at: Leo Collins Post No. 229 American Legion, P.O. Box 626, Adelanto, Calif.; Hollywood Post No. 43 American Legion, 2035 Highland Ave., Hollywood, Calif.; ACCRA Headquarters, 802 E. Edna Place, Covina, Calif.; and ACCRA-Green Tree Inn, Room 123, Victorville, Calif.

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....A QUICK TOUR OF THE COUNTRY....

The Long Beach (Calif.) Safety Council has included in its booklet of safety for "oldsters" a plug for its motorcycle safety class...The local police department for Middleboro, Mass., has given a permit to practice at a nearby motorcycle track on Sunday mornings at 10 instead of 11 because the noise *would not* detract from nearby religious services...Three Marin County (Calif.) Supervisors attended a "Noise Test" recently put on by the Marin Motorcycle Assn. at the Alvin Gambonini Ranch in West Marin and were unable to hear the muffled machines being operated a mile away, the closest distance any of the protesting homeowners lived from the riding site...The Iowa Public Safety Commissioner, Michael Sellers, has announced that it is in his power to require all motorcyclists to wear a helmet and goggles beginning July 1, 1971; the state has rejected helmet legislation in the past but another bill is in the current session...The ABC Television Network, based in New York, N.Y., has not rescheduled any specific date for the showing of this year's Elsinore G.P., planned earlier to be aired in mid-April..."Crazy driving on federal lands is soon to be curbed," states the Kiplinger Washington Letter out of Washington D.C., June 11. "New rules coming next fall, affecting snowmobiles, dune buggies, motorbikes, etc." are included...a motorcycle safety instruction class was taught at a workshop for Oklahoma junior high school teachers at the Central State University in Edmond, Okla., recently. The response is said to have been great...

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MARKEL ROLLS TO 28th NATIONAL WIN

By Ken Dunlap
Cycle News East

COLUMBUS, O., June 27, 1971 — Bart Markel answered everyone's doubts as to whether he'd ever beat Joe Leonard's record of 27 National victories, a record he tied last year with a win at the Santa Fe Half-Mile National.

Markel answered the question today by running away from the other 11 main event finalists to win his first National of the year and the fourth in a row for Harley-Davidson.

A total of 15,000 fans turned out for the annual Charity Newsies and everyone seemed to think that it couldn't have happened to a nicer guy.

Markel took the lead early and going into turn one of the second lap, Bart pulled off one of his tricks that only he could do. Blasting into the turn, he didn't shut off; but, instead, dropped his machine on its side and let his handlebars do the turning for him as they dug into the track. He quickly jumped back up and squared off the corner and shot into a 30 yard lead. From then on, he never really had to race as he gradually built up to a half-a-lap lead at the end.

"Why is winning so easy and losing so hard?" Markel said afterwards. And in this one, Bart really made it look easy.

Don Castro (Tri), after holding the lead for the initial lap, dropped to second and finished in that position with John Hateley (Tri) taking third.

Markel also won his heat race but it was week's winner Dave Sehl (H-D) who started the day by appearing to be the odds-on favorite as he carded the fastest qualifying time of 26.17 and then rolled off a first heat win.

But when the Main came, Sehl blew his transmission and had to settle for last. "That was a $2500 transmission I blew," he said later in reference to the winner's share of the purse.

Sehl wasn't the only one to experience transmission problems as Cal Rayborn (H-D) also had to drop out a short while later to finish 11th.

Keith Mashburn (Yam), who had gone down in turn one of the first lap, remounted and continued to race but dropped back two laps. He was still able to collect 10th place points just behind Dave Aldana's ailing machine.

Triumph mounted Ronnie Rall made his third half-mile Main and collected fourth to edge him nearer to the Top Ten in the points race. Third in that race is Jim Rice (BSA), who closed up a considerable amount of ground on the two leaders, Dick Mann (BSA) and Gene Romero (Tri), who didn't make the program.

Mann almost did as he had a second row start in the Semi, but he jumped the starter and was penalized and that cut his chances considerably.

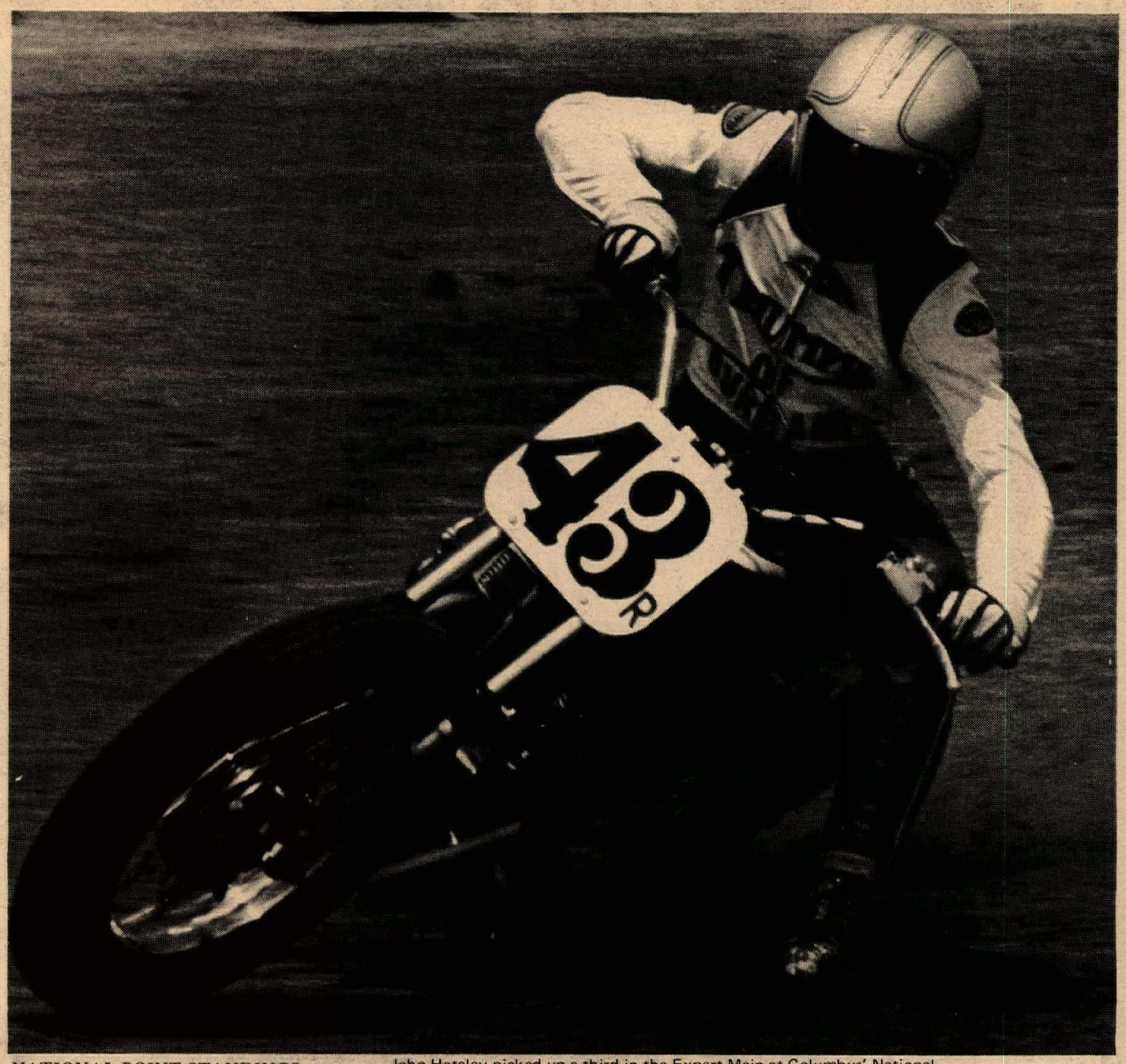
Teddy Newton (Tri) and Larry Palmgren (Tri) finished 6th and 8th respectively and picked up their first points of the season. Royal Sherbet (BSA) was the other finisher taking 7th.

Gary Scott (Tri) led the Juniors after a fierce battle with Kenny Roberts (Yam) and Frenchy LeBlanc (BSA) on the back straight. Roberts was the fastest Junior qualifier and led for the first couole laps, but lost it to Gary who went on to win.

The Main Events were switched due to threatening thunderstorms in the area, but it never showed before the entire program was run.

The circuit now swings to the West Coast and San Jose, Calif. Jim Rice has won that event several times in the past and is the defending champion there. In addition, some of that area's hotshoes will join the circuit including notable, Terry Dorsch, who has been burning up the Corona, Calif. track with sub-23 second laps.

(Results on page 28)



John Hateley picked up a third in the Expert Main at Columbus' National.

NATIONAL POINT STANDINGS

1.	Dick Mann	BSA	422
2.	Gene Romero	Tri	363
3.	Jim Rice	BSA	313
4.	Dave Aldana	BSA	262
5.	Jim Odom	Yam	226
6.	Kel Carruthers	Yam	219
7.	John Hateley	Tri	218
8.	Don Castro	Tri	213
9.	Dave Sehl	H-D	198
10.	Don Emde	BSA	192
11.	Mark Brelsford	H-D	165
12.	Bart Markel	H-D	149
13.	Ronnie Rall	Tri	144
14.	Keith Mashburn	Yam	135
15.	Chuck Palmgren	Yam	120
16.	Dave Smith	Tri/Yam	108
17.	Robert Winters	Kaw	105
	Rex Beauchamp	H-D	105
19.	Walt Fulton	Kaw	95
	Tom Rockwood	Tri	95
21.	Dallas Baker	Oss	89
	Cal Rayborn	H-D	89
23.	Jess Thomas	Tri	87
24.	Frank Camillieri	Yam	77
	Mert Lawwill	H-D	77
	Royal Sherbet	Yam	77
27.	Skip Van Leeuwen	Tri	74
	Roger Reiman	H-D	74
	Ralph White	Kaw	74
	Cliff Carr	Kaw	74
	Larry Darr	H-D	74
32.	Charles Chapple	Yam	67
	Gary Nixon	Tri	67
	Jack Warren	Nor	67
	Yvon Duhamel	Kaw	67
36.	Al Gaskil	BSA/Yam	65
	Duane McDaniels	Yam	65
38.	Dave Hansen	Tri	61
	Jody Nicholas	Nor	61
40.	Eddie Mulder	Tri	56

Dave. Aldana is beginning to creep up the point standings after his performance at the Charity Newsies Sunday.

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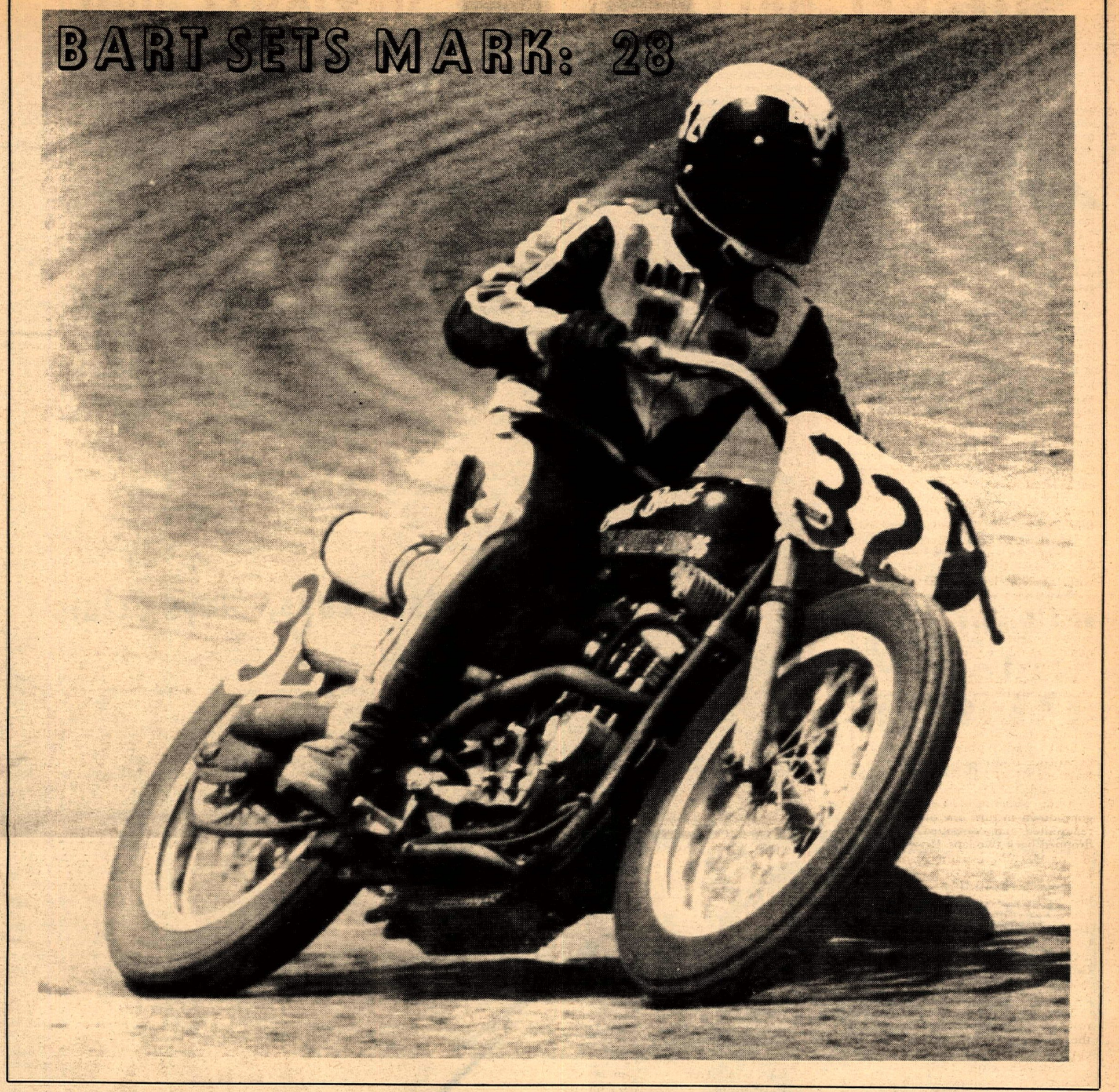
BART SETS MARK: 28



A REAL SHOCKER...

In Evel Knievel fashion, Bob Gill has gone one step further and is jumping cars without the benefit of a landing ramp. Performing under the guidance of Jimmy Boyd's "Hercules Racing Biz", Gill recently uncorked his Bultaco for a 70-foot leap before landing on the asphalt and received a standing ovation at the Smoky Mountain Drag Way. For a schedule of when Gill be "landing" in your area, contact the "Biz" at 40 Kirkwood Lane, Greenville, S.C. 29607 or call 803/232-1730.

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Asphalt Trails

By Howard J. Eble, Jr.

I guess everyone though I fell in somewhere but I've been up to my ears in Harley parts whilst I did some repairs on my beats.

I was talking to some of the group that went to Mexico on the two week tour and it seems that just about everyone had themselves a dandy time. There were a few problems encountered by some but not bad enough that they were not ready to go back again. They were particularly impressed with the cooperation of the officials and local habitats throughout the tour. Being that there were a number of riders that would have gone except that they could not cut two weeks, next year the tour will offer a choice of one or two weeks. It should be noted that along with everything else, the tour had the support and cooperation of Simi Valley Honda, Chubbuck's Harley of Pasadena, and ZDS Moto Guzzi of Glendale.

The Bakersfield Road Runners had a pretty good turnout for their run and from the report that I got their checkpoints were "ala Los Barrochos", which is to say that they were out of sight. At the finish the riders were treated to a meal and all the ambrosia of the Gods that the kegs would supply.

The Ace of Clubs had a record turnout for their High Sierra Tour at Long Pine with more than 900 entries when last I checked count. For the first time they put out a metal tour pin and it looks as if this will be a permanent feature of the run. They come in from all over for this one; in fact, I ran across a Harley dealer from Fort Wayne, Ind., who had ridden out for the event. The parade this year by popular request of the local townspeople went through the town twice, so everyone could get a better look, and then down to the airport for the juding field meet "ala Burney Clark" and featured a tremendous display of skill by the Huntington Park Elks Drill team. The evening was capped off with a dinner of delicious BBQ beef and a dance and trophy presentation at the local hall.

At the same time the Sierra Road Runners of Carson City, Nev., were having their annual tour at Rosemont Lodge up on Rose Mountain outside Reno, Nev. They started with a poker run from Soda Springs in Donner Pass to the Lodge. The weather this year was quite a bit better then last year which featured rain and snow. After puttsing 462 miles from Glendale up the Sierra route I found that I had to go over to Donner Pass and sign in there and then come back in order to participate. It was too late by then so I passed on it, however I got to watch the rest of the field events before evening and the dance. The highlight of the events was a Panty race with the guys outstepping the gals into the stepins. This should prove something but draw(er) your own conclusion. Also again this year the run featured a beautiful enameled tour pin and along with a good time, it proved to be a good run for the 300 participants.

When I stopped at the Carson City Hot Springs on the way back I found out that a number of riders had been there thinking that the run on the SRRA calendar was the CMB Bonanza Tour and had shown up there instead. After a phone call or two they got themselves oriented and finally got it straight. The Bonanza Tour is on Labor Day weekend so they were a trifle early.

Of note to all road riders is the reorganization of the Southern California Road Riders Committee into a group that now is independent of the AMA. They have made a deliberate and clean break and the new organization is called simply "The Road Riders Committee" with representation for club and outrider. At this writing they still have not gotten it all together but they have started and are working on it. The dues for belonging are $2 a year and for this you receive a membership card and a pin. For another $1 they have a patch available and are working on putting out a newsletter in the near future. Additional information can be obtained from Lamar Haywood, 6420 Jaboneria, Bell Gardens, Ca. 90201. Tel. 213/773-8478.

In addition to this I have talked to quite a few up north who inform me that the Sierra Road Riders Association will be going independent from the AMA next year instead of renewing their charters. Of yet, I have not had official confirmation on this but as soon as I have I shall let you know.

I have also heard that quite a few more around the country will be hitting the same trail. I just hope that they do not break out into a membership war.

The Rams of Mountain View recently held their annual poker run from Sunnyvale at the Old Time House beer bar with some 271 entries showing for a sunny morning and spiritful sendoff. I was impressed with the way that everything was handled and the fact that this particular club really went way out on the trophies for their run. Generally due to the fact that most of the one day runs have smaller turnouts up north, the trophies tend to be smaller in number and large in size, but these guys were loaded for bear. In talking with their president, was informed that they will go all out for their campout on August 28-29 but I will give you the details later.

I just got back from the Fremont Travelers run which started from Union City and was out of sight. Before the morning was out there were some 300 entries out on the highway wending their way through some beautiful country that took you through hill and dale. Most of it was winding road that cut through small valleys with lush greenry on all sides, with even a tunnel or two of beautiful oak trees. Of course it was not all tight winding road. There were a number of spots where one could haul if you had that desire. I and most everyone else particularly enjoyed the road around Calveras reservoir, and then later in the run there was the thrill of overlooking San Jose from about 1500 feet altitude on the top of a mountain. We wound up at the Hidden Valley Ranch near Fremont where we were treated to dancing along with the resources of a bar and pool tables. This was the first encounter with motorcyclists as a group for Jack Court, the owner, and he was really impressed with it all.

I would like to extend my congratulations to Frank Zanger of the Golden Bears of Manteca on his recent merger. Whilst he was up at Rose Mtn. he took a short hop down the hill and went and got himself married to a cute delightful little doll.

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Bledsoe Lays, Slays Trials

By Pat and Ron Szilagyi

MIRAMAR, CAL., June 27, 1971 — Rich Bledsoe, one of the best riders around, laid 10 traps for the Benefit English Trials by the San Diego Trials Riders Association. For Bledsoe, the traps would be difficult, but for others they were merely impossible, if not downright dangerous.

Trap 3 had a 20- or 30-foot drop-off, which more than once bent some handlebars, if the bars didn't turn in the bracket first. Trap 6 started out fine but the way to the exit involved a 10-foot sheer wall — only two or three riders made it.

Traps 4 and 5 were neat hillclimbs, the latter involving a fast downhill with a left-hander no one could stop for. The other five traps were rugged and challenging but not a threat to a person's life.

Bledoe had quite a battle on his hands; Mark Eggar (Ossa) was second by one point. Kevin Walker (Bul) with 125 points, eased Bob Grove (Bul) out of third by a margin of two.

Fourteen-year-old Expert Mark Miriani (Gre) rode the same 10 traps and gained valuable points towards a Master transfer with a win in his class. Mark has only been an Expert for six months and one good ride could earn him a Master rating.

Miriani, with 143 points, edged out Joe Goodson (Mon), who had 146. On his last lap, Goodson took a break which added about 12 ounces and six points too many.

The Amateur traps were designed for small, short scooters but the large-bikers still had fun. George Smith (Bul) led the group with 12 points, just one ahead of Jim Redenbaugh (Bul). Elmer Norman, aboard his trusty Ossa, pulled 22 points and a third.

No one who did poorly wanted to talk about trap 5. It was designed to stop the little ones and managed to grab a few biggies, too. The sections were actually designed to give the small scooters an advantage. The longer bikes made for interesting spectating.

One fellow remarked, "The checkers earned their money today." The event did turn out to be a bit dusty. A great deal of emphasis was placed on entry and exit, or at least that is what I have to work on. In addition, loose pebbly off-cambers and such attractions as logs and verticals made it fun.

(Results on page 28)

BATES LEATHERS ADD TO MOTOCROSS CONTINGENCY

Bates Industries, Inc., makers of competition leathers, have announced a $7500 contingency program for the two upcoming AMA sanctioned motocross series, the Summer Inter-AMA and the Fall Trans-AMA.

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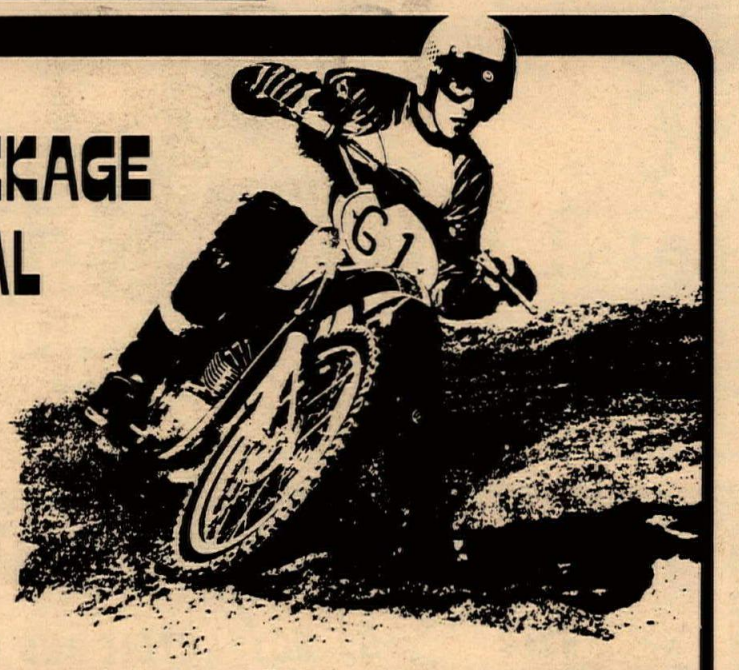

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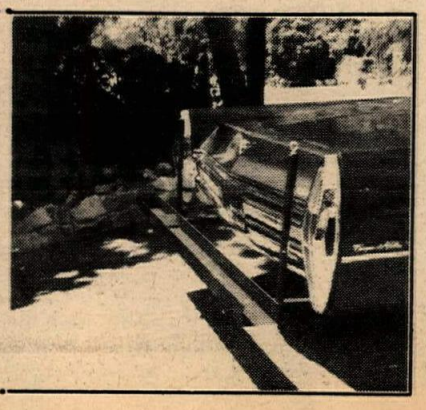
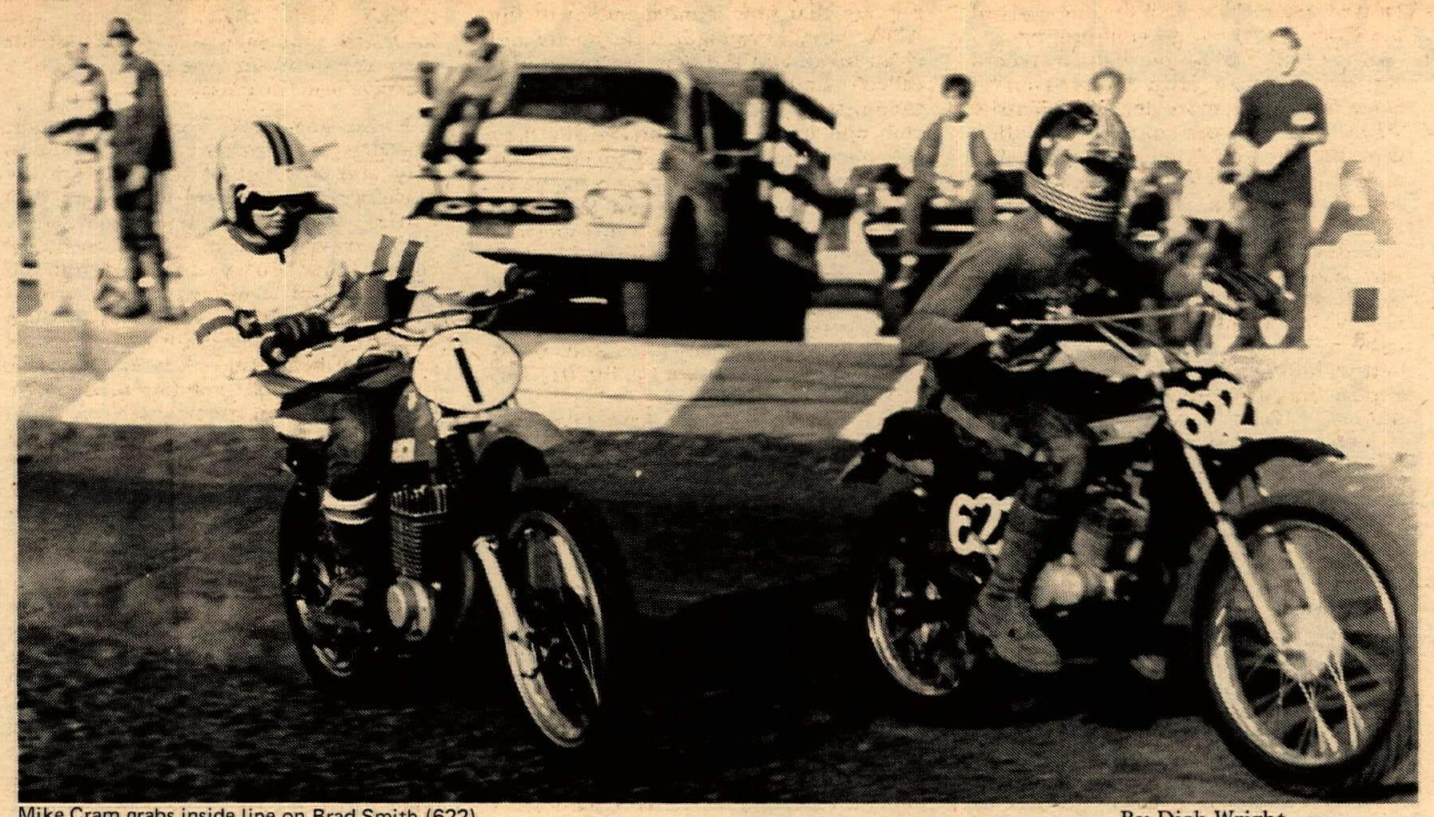


CRAM WINS BOTH ASCOT MX'S



Mike Cram grabs inside line on Brad Smith (622).

By Dick Wright

GARDENA, CAL., June 23, 1971 — Most of the top Experts showed up at the Inglewood Firemens Benefit race, and there was a lot of passing going on, and some of the favorites were left out in the cold.

The competition was pretty hot in the 125 Expert class as Jeff Wright on his Rickman had to fight off a very hard charge from his old friend Bryar Holcomb on an E.C. Birt tuned Penton. Wright won all three motos.

Mike Garrett was able to take second on his Penton as Holcomb went down, in the second moto in close dicing with Wright and lost too much ground and ended up third.

The 250 Expert go was also a wild affair with some new young bloods showing their stuff. Tim Hart, Maico mounted, grabbed the lead in the first moto and held it all the way for the win. Danny Hockie took second on a Ossa.

It was not going to be a good day for the fast and smooth Hart as he had trouble early in the second moto and it turned out to be a duel between Hockie and a new star on the scene, Phil Jacobson on a C.Z. Hockie took the checkers over Jacobson.

It was still anyone's race as they lined up for the third moto. Sixteen-year-old Wright came out of the pack in the lead on his new red Rickman and took command of the race. Meanwhile, Hockie who didn't get a good start, was fighting his way up from third spot slong with Holcomb and hit the deck on the number two tight turn in a battle of handlebars with another rider. Wright built up a good lead and won the moto. Jacobson was second which earned him enough points to take the 250 Expert class win. Tough luck Hockie was second and Wright was third.

The 500 Expert go turned out to be a very good battle between John DeSoto on a new Suzuki and Mike Cram on a Maico tuned out of American Moto Cross of Fullerton. Cram took the lead in the first moto but DeSoto passed him going over the lake jumps in the infield. But, Cram stayed close. Then DeSoto slid out in the back side of the track and Cram again took over the lead and came in for the win with DeSoto moving back up into second spot.

Cram again won the second moto before battling DeSoto again in the last in which Cram again took the early lead. DeSoto passed him, then Cram passed DeSoto, who eventually was forced into the pits. A very fast and sliding Jim Fishback came up to do battle on his C.Z. but Cram took the moto and the 500 event. Hard luck DeSoto ended up second, and Fishback was third.

The firemen handed out all the trophies to the Novices and Intermediate winners as well as the cash to the Experts right after the race. We hope the firemen will have a race again next year.

(Results on page 28)

By Dick Wright

GARDENA, CAL., June 24, 1971 — Another battle raged in the 125 Expert class between Rickman's Jeff Wright and Penton-mounted Bryar Holcomb. This time Holcomb didn't get into any trouble and pushed Wright hard each moto, but smooth-riding Jeff won all three with Holcomb second by a wheel each time. Greg Cunningham took third on a Yamaha.

Danny Hockie had a good night in the 250 Expert class. In the first moto, Holcomb, this time on a Maico, had to move up through the pack to challenge Hockie's lead, unsuccessfully. In the second round, it was Jeff Wright again, only to be passed by Danny and Bryar in their battle for the lead, this time Holcomb winning it.

Going into the last round with Hockie and Holcomb tied for first, Dave Pessey took the lead, followed by Hockie and Wright. Holcomb was running fifth but charging hard, Pessey was shoved back to third with Holcomb still trying to find some room. On the last lap, Bryar finally broke loose and passed Pessey, then Wright, took secure an overall second. Hockie took the big win while Wright swiped the third spot.

John DeSoto, making his debut on his new Suzuki ride, won the first 500 Expert moto, while Mike Cram and — you guessed it — Bryar Holcomb dueled for second. Leading the second moto, John's rear brake locked up, forcing him out. Cram took the win, again followed by Bryar.

In the final moto, it was Cram, Pessey, and Holcomb. Bryar had to pass Pessey before challenging Cram, but time ran out. In the final results it was Cram for Maico, with Bryar Holcomb taking second place in his third Expert race of the evening. Pessey took third.

After the race, Cram said, "American Motocross of Fullerton really had my bike running great."

(Results on page 28)

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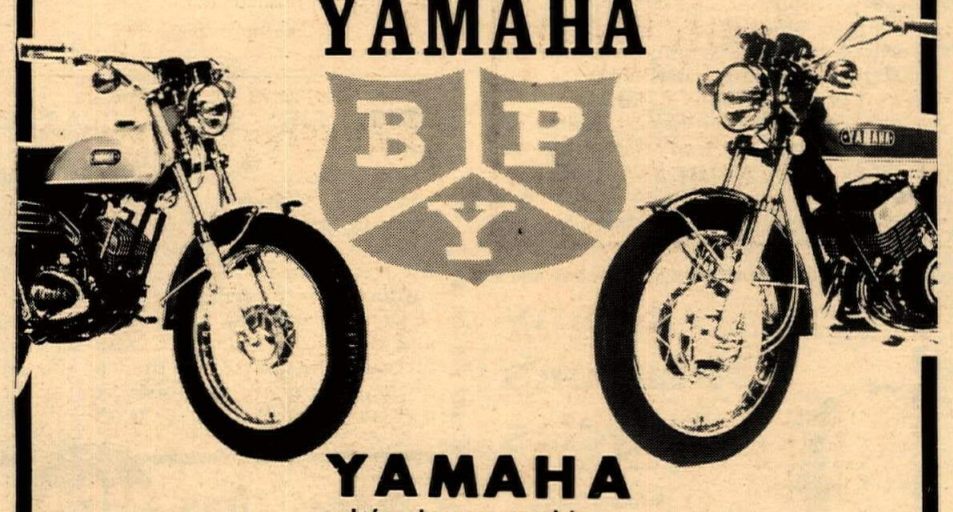

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2nd Mitch Mayes — Baja 100
(Expert — 11th Overall)

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Cycle News North

Foley, Gennai Spillway Foes

By Bill Spencer

HAYWARD, CAL., June 19, 1971 – A diminutive but agile Steve Hernandez aced a heavy field of 650 Experts for the win at the Hayward Spillway, in front of veteran Tiffen Mullenax and recent convertee Fred Cziska. Young Hernandez has just recently acquired a ride in the 40-inch class and has progressed quite rapidly to where he is very much in charge.

The start of the fifteen lapper was immediately halted in the first corner when a multi-collision occurred with Mike Sarandria, Rick Otto and Tiffen Mullenax. Being the feature event of the night, time was given for all to get their motors in shape. Otto was injured with a leg wound and some pulled muscles and will be on the bench for some weeks. Sarandria headed for the pits for some bending instruments while Tiffen managed to regather everything at the spot. Sarandria had a fall in the heat that bent some iron and it was a wonder that he got it all straight for the main restart.

As the flag flew once more, Dan Hughes took over the lead, looking for a repeat of last night's performance at Lodi. He led for half the distance with Cziska and Mullenax close in tow. Hernandez had suffered clutch slippage off the line and had to work from fifth. Just past the half-way mark, he slipped under Fast Fred Cziska and appeared content to take the third until Hughes slipped out. His dice with Mullenax was short-lived as tonight was Tiffen's first ride at Hayward this season. His performance was exemplary even though he got beat. Steve was all smiles at the trophy presentation but the most exuberant had to be father Clarence, who had a lot of midnight oil to burn to get the machine back in shape for Sunday's action.

The 250 Expert Main was also set for 15 laps and the surprise of the night was Pat McCaul. As the flag went up for the start, McCaul beat the whole crew to the first corner and that was the last that was seen of him. McCaul is not the greatest starter but tonight's heat race win set him in good position for the fast getaway. He had also psyched himself up for the start as he has remarked in the past that the only thing beating him here is the start. Tucked in behind McCaul was Rick Hocking with Jim Foley breathing hard at his door. Jerry Bowers and Mike Renslow fought it four for fourth with Bowers holding down that spot. Sixth place finish went to Don Frenco, his first Expert run.

McCaul and his Bob Swanson Motor's Ossa have been the scourge of the Sacramento Short Track and when things are working right for this rider, he is close to unbeatable. Many feel that he rides on the rough side, but close inspection shows that he goes into the corners deeper, and comes out faster, than anybody else. The sign of another great racer.

Conrad Saxelby won another 650 Novice Main, this time in front of the able Adam Sabedra. Saxelby is very deliberate and is sure to be great in any class he rides.

Rudy Jacobs was out for another win in the 650 Junior Main but couldn't hold the groove and Paul Leuty returned to the winner's cirle after a short rest. Sonny Victor held in there for the second spot.

The battle for the number one spot in District 36 has pitted John Gennai against Jim Foley. This battle raged on in the 500 Expert Main with Foley astride his regular Yamaha and Gennai aboard a new Bultaco El Montadero. The word from tuner Rich Porter is that the Montadero is slightly modified by "Cycle's" Bryon Farnsworth and loaned to Bultaco of Fremont. The start was another goodie for Foley and he had it made coming off the first corner. Gennai was stuck in fourth for a few laps but finally got around John Taylor and headed for the front. It took quite a few laps to get John Hall's Honda and by that time it was too late to try for Foley and he was pretty well out in front. Foley gained a point for the lead but Gennai still appears to have things in control. His performance on this new motor shows outstanding development.

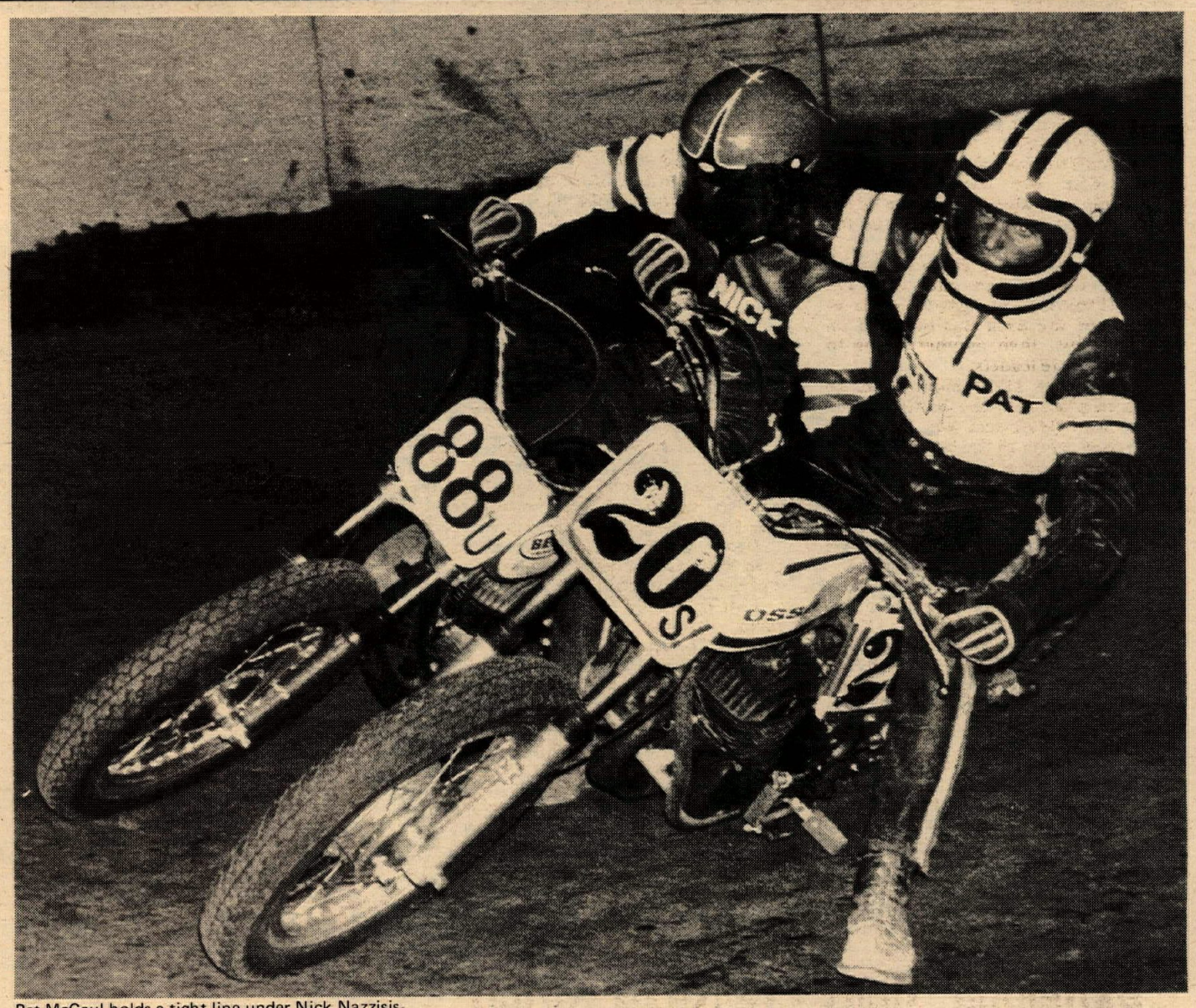
Ron Hayano led off the 250 Junior on board his E.T. Cycle Ossa and held off Roy Tabouda for the distance. Hayano won by a good margin with a heavy pack having their problems staying up. Behind Tabouda was Gary Leopold with Greg Thornton doing his best to get around. Thorton would try to get around on the outside, appear to have it made, and slip off the groove. On the last lap four riders fell giving the fifth place trophy to last place Mike Kenyon.

Rounding out the 250 class was another win for Ossa. In the Novice division, Chuck Frazier beat out Jeff Simoneah and Frank Nye giving Ossa three in a row.

In the combined 100-125 Jr/Ex. Main, Steve Langston led it off and held an even advantage over Dan Jensen until the last corner when Danny pulled out all the stops and got underneath Lagnston for the win. The stands nearly came apart as these young men really put on quite a show.

In the 125 Novice Main, Dean Yoshizumi led off with Mark Lemlar close in. Lemlar took over on lap three with Bob Hammon passing under Dean on the next go-round to finish in that order. All three are soon to be Juniors.

(Results on page 28)



Pat McCaul holds a tight line under Nick Nazzisis.

Beck Sweeps Farwest TT

By James Shipley

EUREKA, CAL., June 6, 1971 – Farwest M.C.'s third TT scrambles at Redwood Acres had nearly all the riders who had participated at Willow Creek the day before on hand. One exception was Harvey Crews, whose bike wasn't running well enough to race again.

Ray Beck made a clean sweep of all the 250cc Expert events, but was hard pressed during the flat track by Gary Thompson.

Once again Maico mounted Marion Matlock really got it on to take the 250cc Open Amateur Main but lost out in the trophy dash to David Cherry. Although Matlock can really take the corners, Cherry's Triumph have proved faster in all of the last three races when it comes to the trophy dashes.

The 650cc Open Expert found Phil Ray capturing the lead off the line and holding it till the second switch-back. There he was overtaken by Bob Bellino who hung on for the next two laps until Gerald Bergquist ducked in under him as Bellino went high in the third lap. But Bellino kept the pressure on to make it a tight race right down to the flag.

There were 21 spills recorded during the day, the most serious was Joey Cheeks who suffered a broken leg during the third lap of the 250-400cc Novice Main. Paul Alleson, who also went down during this event and was run over by another bike, was uninjured and able to race the rest of the afternoon. Bill Whitlow was taken to the hospital after a spill during heats but was back in the stands before the day was over.

(Results on page 24)

$3000 MR. SUDSY CLASSIC SET

Mr. Sudsy, Washington's carwash chain, is offering a $3000 purse at Graham Speedway's July 9 TT Classic. The event will be held two days prior to the Kent National Road Race, so a large turnout of top riders is expected.

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Marinacci Nips Castle Rock TT

By N. A. Williams

CASTLE ROCK, WASH., June 12, 1971 – It rained a little as time for the race came around. The track looked good and the rain that came down didn't hurt it.

Eighty-four riders signed in to see what they could do on the big track. There was no time trials so the winners of the three fastest heat races made up the Trophy Dashes.

The Expert Main Event was a race to behold. With two national numbers ridding this one, along with some of the best in the northwest, it was one of the closest races I've seen.

Triumph-mounted Jimmie Smith took the lead at the start with Pat Marinacci moving out right behind him. The rest of the pack was bunched up with first one, then another trying to get out after the leaders.

Ed Herrmann (Tri.) moved out to take third place and the battle was on for the lead. Marinacci and Herrmann both passed Smith in the last corner and Herrmann put on a terrific last minute drive for the line but Marinacci collected the win with Herrmann second and Smith third. Back in the pack Glen Adams had worked his Norton up from the back to end up in fourth place.

The Junior Main was another close finish with Tony Perella getting his Norton out first and Don Lipp (Yam) moving out after him. It was a nip-and-tuck battle all the way between these two. Don tried to pass Tony several times but Tony turned it on a little harder and held the lead.

In the Novice Main Jim Pomeroy (Bul) and Jim Einarsson (H-D) took the lead and switched back and fourth throughout the main. Bill Lewis (Kaw) held third place throughout the event. This was Lewis' third class C race and he did a fine job.

Einarsson had the lead and the win at the end of the race with Pomeroy second and Lewis still in third.

(Results on page 28)

Alviso Scrambles To Foster; Landsborough

By Bill Spencer

ALVISO, CAL., June 20, 1971 – A combined 650 Jr/Expert Main was the feature event for the Eastside M.C. pick-up scrambles that was to have been held at Fremont. The Fremont facility will run again in July. Leading off the 20-lap affair was black plate No. 17, Bill Landsborough aboard his trusty BSA. In the heat, it was Bill Flett and Rudy Jacobs doing all the battling until the last lap when Landsborough took over, but in the main, the Campbell M.C. flash wanted nothing to do with the rest of the pack and so he dove in low in the first corner and came out first. Wild Bill Flett rode in for the second place trophy while Steve Hernandez was forced wide at the onset and missed a trophy with third place in the bag.

In the 250 Expert bash, Steve Foster rode a smooth race to win easily over Nick Nazzisi and Rick Hocking. Nazzisi rode well with Hocking riding very close in corners minus a rear brake that he lost in a shunt at the start. Hocking was very unhappy about this and when the trophies were handed out, he was stomping around the pits.

The name Conrad Saxelby arose again in the 500-650 Novice Main and again it was the winner. This makes for a perfect weekend as he won Lodi, Hayward and Alviso. A good job and quite an achievement. Monty Tavares' 360 Yamaha brought in the second place spot.

Phil DeCann brought in the win on his 350 Honda in front of Dave Butts, aboard a Bandido. Butts is a new rider and today was a good one for him as he was a double trophy winner with a second in the 175 Novice class.

Randy Searl continued his domination of the 250 Jr. class with yet another win here, this time over Scott Williams. Williams just recently made the transfer to the Junior ranks and is already making his play for the front role in that class. Mike Kenyon made a come from behind bid to finish third in that race. Interestingly enough, just as he took the checkered, he ran out of gas. A close thing to work on.

Williams' brother-in-law Jeff Hlebo will be making the jump to Junior soon as he won the 250 Novice Main over Frank Nye and John Martinez. Young Hlebo is one of those up-and-coming riders to watch. He has a very determined style and is quick.

Jerry Kole bested the field of 125-200 Jr. as he has just recently made the Junior ranks. Cousin Ron Kole tied for first to keep the family name in front.

Bob Marenghi got tired of the second spot finish from Friday night's short track and thusly made it a win over Steve Moulton for today's effort.

Bob Hammon continued on his winning ways with a good lead over Daryl Musto in the 125 Novice Main. Musto is a motocross convertee that takes to flat-track stuff very well, something like a duck to water.

Scott Pearson was a very excited young winner in the 100 Novice Main. It was his first and he deserved every inch of the large trophies given out that day. Gary Childress brought home the second spot.

(Results on page 28)

Clear Sky Over Rainier

By Rick Yarber

RAINIER, WASH., June 12, 1971 – As fate would have it, the afternoon rains subsided and the evening was smiled upon by the Great Cycle God over the little town of Rainier.

The track was in good shape for the evenings; frolicking. Despite the afternoon showers, the faithful old pumper was brought out and the track was given a drink to settle it down a bit.

Dean Chamberlain, Line Referee, gave the boys the usual pre-race pep talk and the events began at 7:30 prompt.

Entries totaled 116 riders. After heat races, winners participated in the Trophy Dashes. Micky Dunlap (Mirelli) took the honors in the Mini-Bike class followed by Chuck Anderson (Kaw) in the 100cc class; Rodger Davis 125cc class; Chuck Anderson 200cc class; Ron Graham 250cc class; and Jim Grave in the Open class.

During intermission some of the riders competed in a wheel walk contest. Each rider was given three tries to make his mark in the dirt. It looked as though Chuck Anderson had it sewed up when Rick Jones bettered Chuck's mark on his third attempt. Micky Dunlap won the wheel walk contest in the mini bike class.

Fast times of the evening were taken during the heat races. Kyle Davis clocked in the fastest time of 1.24.04 in the mini bike class (small-wheel) followed by Mike Thompson 1.24.00 in the mini big wheel class; Anderson 1.16.00 100cc class; Ben Thompson 1.16.04 125cc class; Anderson 1.13 200cc class; Graham 250cc class; Tom Hartman 1.13.07 Open class.

(Results on page 24)

Folsom to Pestoni

FOLSOM, CAL., June 19, 1971 – Steve Pestoni was the only repeat first place winner in the second series of motorcycle races in the Dan Russel Rodeo Arena in Folsom City Parks.

Pestoni had to work his way past an imposing number of Expert riders to sew up the trophy for the second week. Joe Henry never let up the pressure and made Pestoni work all of the way for his win.

Paul Minor Jr., and Mike Corcoran both made their moves on the last lap and came through to garner third and fourth.

Once again the use of silencers was strictly enforced and with the use of decibel meter riders were made to quiet their engines.

Ballenger Stops Crenshaw Streak

By John Noffsinger

CHICO, CAL., June 19, 1971 – Bob Ballenger of Chico riding a yellow Yamaha led the Handicap Main from beginning to end to stop Jim Crenshaw and his Bultaco from winning his 12th Handicap Main Event here at Cycleland Speedway. Jim again on June 26th still attempt to secure that hand made trophy only secured by five other riders in the history of Cycleland Speedway.

The track during the course of the evening proved rather slick, and many riders hit the dirt, taking those behind them with them. In one heat in the 200 class seven out of the nine riders in the event at one time hit the dirt, some on several occasions. Also, in one heat in the 250 class there was a collision with such force, that Joe Allen did several endos and fell against the fence putting him out for a time. His bike at one time was as high as the fence, and appeared to have a chance of going over. There were people and autos on the other side at the time. Those people can thank that high cyclone fence that is on top of the double plank fence for preventing the bike from crashing over and on to them.

It should be noted that several Bultaco fiberglass fenders have been torn off during collisions here at Cycleland Speedway. It's quite costly and time consuming to replace them, and it definitely appears any person riding a Bultaco PurSang should watch his rear end here at Cycleland Speedway.

John Arseniak took over in the absence of Tom Southam to win the 100 Scratch Main Event. Bultaco has now won the Scratch Main Event here by Cycleland Speedway six weeks in a row. John also pushed to an early lead in the 100 Handicap Final, and them simply cruished to the checker flag.

Crenshaw had a terrific battle with local Lowell Moural in the 250 Scratch Final having to come from behind to take the checker first. Lowell jumped to a good lead, however, Jim worked his way through several riders, and then passed Lowell on the inside in the north corner, and was never headed thereafter.

In the 200 class Jeff Damon put on a good display of speed in the Scratch final and won by some 25 yards. He simply was not pressed at any time, and this year's reigning 200cc National Champion Sportsman Flattrack rider, Jim Hubbard, had to be content with finishing back in the pack. He and Ted Bare really had a battle with Ted passing on the inside in the south corner and forcing Jim out. Then two laps later, Jim passed on the inside in the south corner with a slight collision between the two which dumped Bare immediately upon his "you know what". The starch was noticeably missing from Bare later when I saw him in the stands. Ah, the friendly rivalry of competitors here at the Track of Champions.

(Results on page 28)

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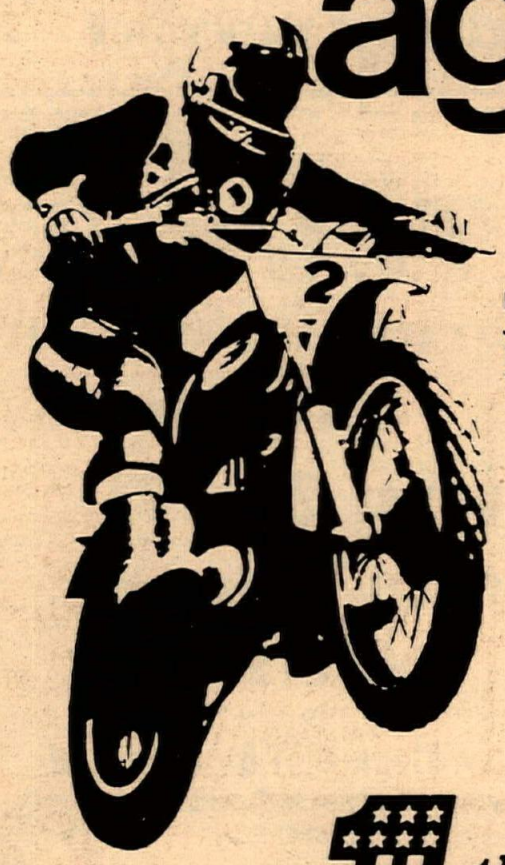


Hilltoppers Hare Scrambles
June 20, 1971
100cc Class
1st Terry Clark – BAJA 100
(8th Overall)

HARLEY-DAVIDSON
the Harley-Davidson outperformers

Rain Drowns Miss Washington Annual, Mini's Still Shine

By N. A. Williams

BRUSH PRAIRIE, WASH., June 20, 1971 – It was cloudy on the morning of the Miss Washington Annual Scrambles and a large turnout of riders and spectators was expected.

Surprisingly, there were only 150 riders, some 25 or 30 of these being mini-bikes, to try for the special trophies that were to be given at today's races. This was much smaller than any of the past few Miss Washington races.

Miss Washington, Nancy Kay Peterson, gave out the trophies to the trophy dash winners and the winners of the mini-bikes races.

Then the rest of the Main Events were to get started. It started to sprinkle a little as the Consolation and C Mains were running. As the B Mains came up, the rain came down.

The rain was here to stay and the A Mains were almost impossible. None of the bikes were equipped for rain and this track is oiled to keep dust down. The rest of the races were slow and many riders dropped out of the events left. Only three riders turned up for the Open A Main.

(Results on page 28)

Foley Stretches Streak To Six

By Bill Spencer

LODI, CAL., June 18, 1971 – National Scrambles Champion Jim Foley made it six-in-a-row tonight with decisive wins in both the 250 and 500 Expert Main Events. Last week Foley came off a three-week lay off and won four-out-of-four, and tonight he kept his streak alive. Since his shoulder separation at Vallejo, he seems even more determined to make a third run at the coveted number one spot in District 36.

The reverse program brought up the 500 Experts second and Foley beat out the Old Man of the Central Valley, Ray Huff to the first corner and kept up a lead that couldn't be touched. Huff liekwise kept well ahead of third place John Hall. Huff is now riding a 360 Bandido from Zakarian Cycles in Modesto and this great racer-tuner is a partner in the business. It makes for quite a team.

In the 250 run Foley kept a narrow margin between himself and Jim Brooks. Brooks was likewise holding off a hard-pressing Mike Renslow and the irrepressible Ray Huff.

The most exciting race of the night had to be the 650 Expert Main. The track crew of the Lodi M.C. spent a great deal of time preparing the surface so it was just about as good as could be expected. When the sporty forties lined up, one of the few that decided to take a practice run was veteran Expert, Dan Hughes. Hughes found the traction to his liking; on the second lap, he went around the outside of Rick Otto in the first turn and took a commanding lead that could not be bested. Otto gave a desperate effort to catch the fast-departing Hughes, but either poor rear traction or too much wheel spin kept him in second for the duration. Dennis Spence beat out Mike Sarandria for third.

In the race for the fair set, blonde beauty Shelly Trammell was no competition for the other girls and even turning the gas on late kept this lovely young lady well ahead of Ginger Burrola for the win.

Rudy Jacobs won yet another 650 Junior Main and the Los Gatos flyer will be riding with the Expert very soon if he keeps this up. Second place went to San Jose's Rocky Kramer.

Campbell racer Conrad Saxelby continued his domination of the 650 Novice class with yet another win. He bested Harry Feickert of Fair Oaks. Saxelby has recently returned to racing after a lay-off of a year but has shown no sign of having ever left the racing scene.

Young Jeff Davidson brought down the house with a tremendous effort in the combined 125 Ex-200 Jr. Main with a come-from-behind start to a tie at the finish line with Dale Stetler.

(Results on page 28)

Gennai Aces Vallejo Experts

By James Brammer

VALLEJO, CAL., June 18, 1971 – John Gennai may be the first rider from the 500cc Expert class to have best the 650's at Vallejo. Riding a 360 Bultaco from Fremont's in the 500-650cc Expert final, he led the 10 laps from start to finish with Ken Helling on a 650cc Triumph in second. However, he could not do the trick in his qualifying heat race. Helling led the heat with Gennai catching him each time on the twisty infield course. Twice they went over the jump together but Helling would easily pull away in the north corner and down the straightaway. Gennai's other wins for the night included the 250 Expert class and the wheelie contest, but he dropped the runoff of the previous week's contest to Dave Russell of the Richmond Ramblers. There is a $50 award for the winner of a four-week series to determine the wheelie champion at Vallejo.

Larry Drew picked up his fourth 125 Junior-Expert class win of the season. Jerry Bohon, running in second position in the 200 Junior final, did cart wheels in a spill in front of the grandstand without injury and with no other riders involved.

The track was smooth and tacky with the first man off the starting line usually winning the finals.

(Results on page 28)

Crenshaw Wows SRO Crowd

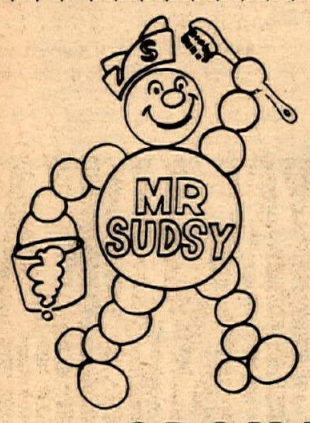
By John Noffsinger

ORLAND, CAL., June 20, 1971 – Of the attending 8,291 people attending the Glenn County Fair Grounds today, a good portion were brought by the attraction of the races sponsored by the Orland M.C.

The stands overflowed during the races, and the event was an outstanding success. The weather hovered around 105 degrees, and the action on the track was furious and fast. The dust was reasonably controlled, and the boys really poured it on down the back stretch at the one-half mile banked track.

Jim Crenshaw continued where he left off the previous night at Cycleland Speedway and won both events he entered. He ran away with the 250 Expert Main winning easily over Jim Foley, known for his number 1 ranking in black plate circles in District 36. He also easily won the Open Expert class, really humming his 750cc Norton around the track.

Larry Bruckenstein preserved home town honors by taking first in the 250 Novice Main. Each year track conditions improve along with spectator attendance. Some of the unsuccessful riders were heard saying as they left, "Just wait until next year." A simple enough statement in that the race is only put on once a year.



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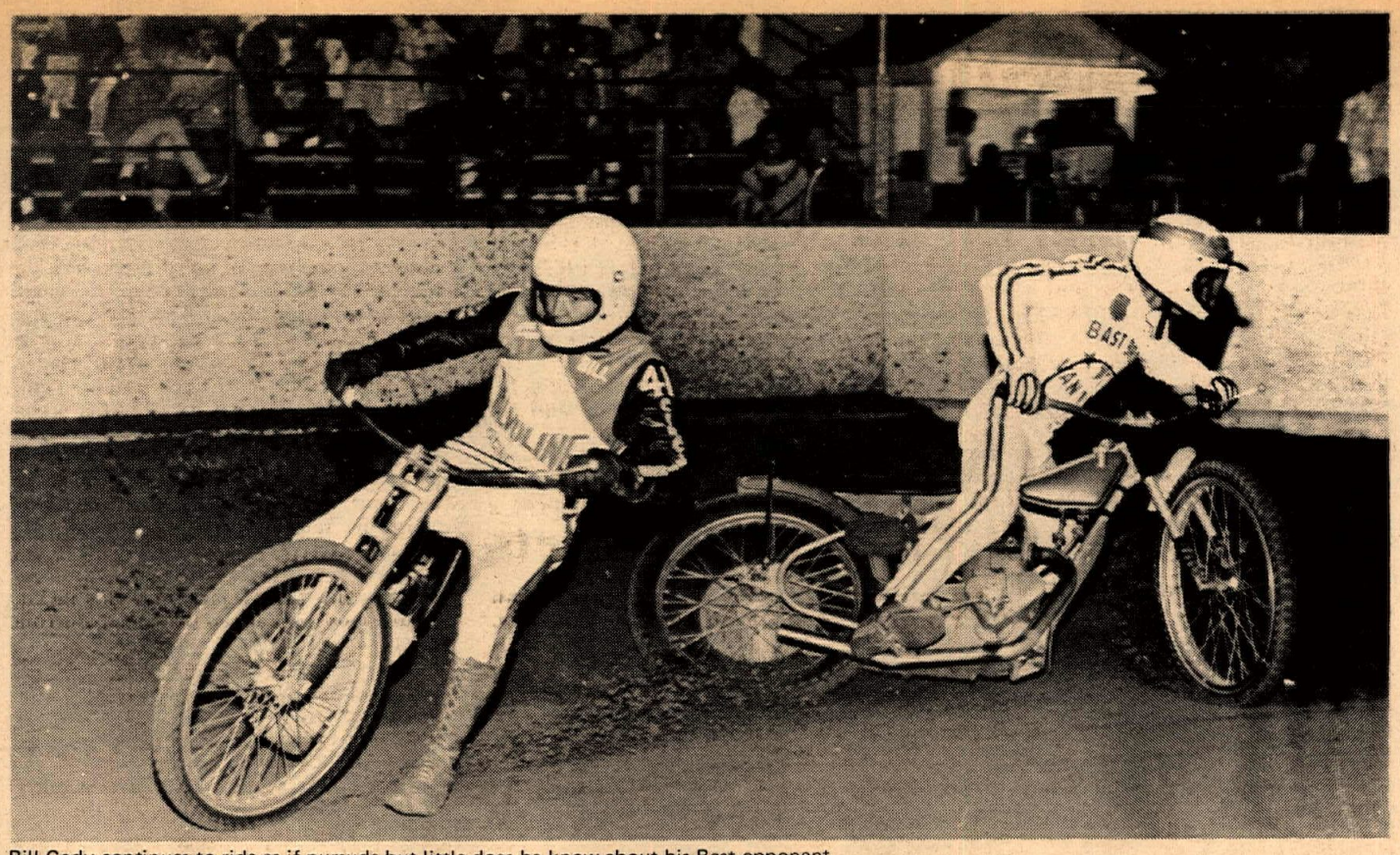
ASSUMPTION OF THE RISK AND WAIVER OF PERSONAL INJURY CLAIM

Under the rules and sanction of the American Motorcycle Association, I hereby agree to conform to and comply with the rules governing this contest in connection with the Competition Rules of the American Motorcycle Association and the District Committee and I further agree to hold blameless the American Motorcycle Association, Junior, the Salinas Ramblers Motorcycle Club, the Salinas Elks Lodge No. 614 and any property owner or owners and agree to assume any and all risks for any loss or injury to myself or property in which I may become involved by reason of participation in this contest. I do also agree to assume responsibility for any property damage which I knowingly initiate.

I have read this entry blank. Yes ____ No _____



Bill Cody continues to ride as if pursude but little does he know about his Bast opponent.

Small Point Run

By Sandy Cooke

SOMIS, CAL., June 20, 1971 – The name of the game was disappointment to the Bay Mare Cycle Assn., the spectators and the entrants. The turnout was so small that the 125 and the 250 Senior classes were combined in the three, fifteen minute motos.

In these, in spite of the displacements differences, the group stayed pretty tight. In all three motos, Larry Watkins (DKW) stayed up in the top to grab first 125 Expert. Larry showed what he could really do by winning the third moto, 250's and all. Second went to Joe Veillon on a Puch. The 250 Senior was won by Keith Tennis (Mai) and second was Tony Rodgers of the SYZ Team.

Terry Bilton cleaned up in the 500 Senior by taking three first. Mike Chamberlain was a real threat on his new 450 Ducati, until his front tire came off the rim in the second moto. This gave Bilton the run of the track for the rest of the day.

Tom Slagle pulled through to win the 250 Novice class over Randy Berkley. The 125 Novice was won by Brett Chapman with John Steeber in second.

If District 37 riders don't start supporting their clubs soon, there will be no more point runs; the clubs won't be able to afford it.

(Results on page 28)

CODY AND MOON TOP SPEEDWAY BILLING

By Mike Capalite
Photos by Dennis Greene

COSTA MESA, CAL., June 25, 1971 – Running the same program as was postponed from last week, the delay seemed to be the thing for Larry Moon and Bill Cody as they took the wins in the Handicap and Scratch Mains. While the track was again in rough shape, the riders seem to become adapted to it as there were not as many spills as last time out.

This is naturally exclusive of the Division three races which always seem to have their share of spills, but holding out to win the first one was James Dancause with motocross rider Bruce Baron taking the checkered in the second one.

The Scratch Main Event couldn't have been a better line-up if the promoter had planned it himself, sitting on the line was 1969 and 1971 U.S. Champ Rick Woods, 1970 California and U.S. Champ Steve Bast, "Wild Bill" Cody, the Valvoline Oil sponsored ace who was undefeated in match race competition this year, and Mike Bast, younger brother of Steve who has finished in third place in two U.S. Championships in a row.

Off the line it was Cody in the lead with Steve and Mike right on him, as they came out of the first corner. It couldn't be said that anyone had the lead as Mike, Bill and Rick were all side by side, and this is the way they went into the next corner. As they came out in front of the main grandstands, Cody was ahead by a half-a-wheel with Woods and Mike Bast side by side with Steve cutting to the inside as the front three had all drifted wide.

Then it happened, Cody, Woods and Mike were so close together that no one is sure just what happened. Either Mike's chain broke or Rick's footpeg caught his rear chain, but the chain snapped and caught between the sprocket and the frame. While this normally would mean that it would just slow a rider down and he would be out of the race. In this instance, these three were in full-lock slides in close quarters and it bounced Mike against the wall and then against Rick and then back to the wall where he lost it in one of the most frightening crashes yet as the finale was the machine landing on top of him.

Woods spun out in the corner in the next lap, and due to the immobility of Mike on the track, the race was stopped on the third lap so the aid man could examine Mike, but he just had the wind knocked out of him and seemed to be alright as he limped from the arena to the cheers of the fans.

The race was called as it finished with Cody first, Steve second, Woods third and Mike fourth.

(Results on page 28)

The Haserots and the Basts get into a little team race.

There has been a lot of controversy of late that the second and third division riders do not get enough riding time in to help them get better, so starting this weekend, they are going to hold second and third division races at the Trojan Speedway in South Gate, Calif., so it looks like we may see an improvement in our upcoming riders.

The Division Two Main was a wire to wire win for Butch Fishburn as Scott Sivadge was pushing him all the way with Steve Gresham moving up through the pack to exchange third spot with Mickey Quade a couple of times until he lost it in the corner leaving Mickey an easy third.

In the Handicap races, Moon used his 0-line start to his greatest advantage as he took the wins in his heat, his semi and lastly in the main event. In the main he led it from wire to wire. Jim Gresham, who finished second, was right on his tail all the way, but was unable to do anything but keep third place man Scott Autrey from moving up.

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100 Novice Class
1st – Bob Massey – BAJA 100

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European Scrambles
June 13, 1971
100 Expert Class
1st – Terry Clark – BAJA 100

HARLEY-DAVIDSON
the Harley-Davidson outperformers

Mike Patrick takes refreshment after winning overall.

George Walker gives Powder Puffer some help.

Patrick Scores Surprise Win

Photos by Pat Dempsey

BIRD SPRINGS, CAL., June 27, 1971 – Mike Patrick scored a surprise win for Yamaha at the Lost Coyotes Hare Scrambles today. Patrick, veteran of the desert and independent R&D man for the popular bikes brought home his first victory in many moon. He rode a 360 Yamaha for an Open Expert win, shunning his usual 250 mount.

(Please turn to next page)

The course had just about every imaginable type of terrain...just enough to make all the Experts happy.

Wes Anderson, Jr. took second 250cc Expert

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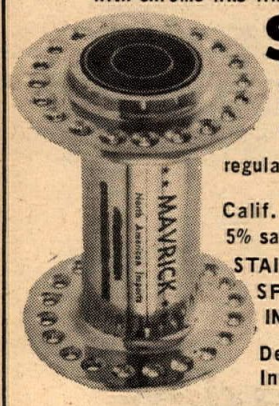

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HERCULES RACING BIZ

There's a guy in Winston-Salem, N.C., that's really hung in the side pocket on drag bikes. In fact he recently made a trip to the Winternationals in California only to loose a clutch at the wrong time. Not only is bikes his thing, but Dan Johnson is one of the main spokes of Sportsman Park Dragstrip, Farmington, N.C. Where dragging is concerned, this guy seems to be right in the thick of things, like a brand new automobile and motorcycle speed shop. Johnson High Performance, 321 Liberty Street, S.W., Winston-Salem, N.C. 27101. Phone 919-722-2581. The logo lists a fantastic array of speed and custom equipment in stock. Johnson has a knack for doing things big.

Like for his grand opening he imported the professional drag racing car of Jerry Caminito and his super fuel funny "Holeshot" Mustang and a host of big gun motorcycles from throughout the state for display purposes.

FIDDLES WHILE COMPETITION BURNS ... Famed motorcyclist E. J. Potter "The Michigan Madman" has been issued a special NHRA exhibition license, and will now be able to campaign his Chevy powered bike at National Hot Rod Association tracks, but only on an exhibition basis.

GROUND SHAKING DRAG BIKES ARE IN ... In one form or the other

(Continued from page 14)

...While Thorwaldson Gets Lost

Rich Thorwaldson led the charge to the smokebomb, only to suffer the fate of those who have no one to follow: getting lost. Thorwaldson circled for awhile trying to find some markings, and finally gave up after losing too much time.

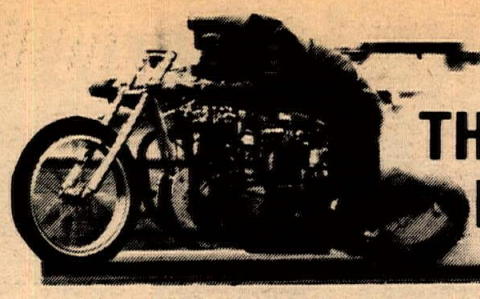
Superhot Larry Pfutzenreuter once again took first Lightweight Expert after taking second overall for the umpteenth time. Pfutz led a charge of Bultaco Bandidos on that class, with Wes Anderson, Jr., Jim J. Brown, and Gary Griffin taking the next three spots and eighth, ninth, and tenth overall. Charles Vandevoorde was the second Lightweight in, incidentally, at sixth overall, but he's just an Amateur.

Terry Clark, having resumed his mind-boggling 7.5-cubic-inch quickies, won the 100 Expert class with a dazzling fifth overall. Jan Ditson, on a Hodaka, was the first girl.

Instead of having just the trailbikes go one loop, this time everybody did. It seems that the markings for the second loop were clashing with that of another earlier race with confusion the result. The club chose to flag the race at the halfway point.

Wallis Weatherwax of the Desert Ducks was rumored to have been on the scene.

(Results on page 28)



THE NATIONAL DRAG SCENE

by Jimmy Boyd

motorcycles have a way of being part of most every major sport in the business, whether a means of transportation or directly involved in it. It wouldn't surprise me in the least if right now some cat some where is not coming up with a scheme to beat the next space rocket at their own game. More and more recognition is being given to the two-wheelers in drag racing by the major sanctioning bodies. The Second Annual National Motorcycle Record Drag Championships are scheduled June 19-20 at Beech Bend International Raceway, Bowling Green, Kentucky. This is a sanctioned and insured strip with record runs on June 19 and eliminations June 20 with a guaranteed purse of $3,000 in cash plus contingencies. The National Hot Rod Association will certify all records set in the event and they will serve as standards for future competition. Information may be had by calling David Garvin (502) 842-8102.

SUPER SIZZLING CYCLES ... The current NHRA National record for a nitro burning motorcycle is held by Dave Campos of Albuquerque, New Mexico, in the elapsed time for the quarter mile of 9.14 seconds. Miles per hour record is nailed down by another nitro burner, the Triumph of Boris Murray at 166.35. However, at the recent Bakersfield, California 13th Annual "March Meet", Joe Smith made motorcycle history broke the 8-second barrier with an 8.97 seconds elapsed time and won the Bike Eliminator title. Runner-up was Boris Murray with a hauling blast of 9.02 seconds. Apparently the new marks were established on the run's that did not constitute new records, we'll let you know.

DOLLAR SPANGLED DRAG RACING ... More and more drag strips across the nation are paying fancy purses to bike riders. As a source revenue and pleasure you may like to check your local facility, such as some plants offer big bucks in handicap or bracket racing and Bike Eliminator. One of the greatest spectator appeal events of a given program is that of handicap and bracket racing, whereby each vehicle is inspected and assigned to a particular class, then during competition each vehicle will be handicapped according to the national record for that class. Frequently these strips pay huge purses so check them out and get on their mailing list. Orange County International Raceway, California, phone 714-838-3595 ... Twin City Dragstrip, Oldsmar, Florida, phone Bob Scadron 813-343-2304 ... Fontana Raceway, 13444 Foothill Blvd., Fontana, California ... National Trail Raceway, Newark, Ohio, Clark Rader, Mgr. (614) 344-8967 ...

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Desert Knights Hare Scrambles
June 6, 1971
Trailbike Class
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2nd – Mitch Mayes – BAJA 100 (11th Overall)
3rd – Larry Roeseler – BAJA 100 (18th Overall)
4th – Mike Hayes – Baja 100
5th – Jim Summers – BAJA 100
6th – Earl Roeseler – BAJA 100
7th – Rich Marks – BAJA 100
8th – Rodney Roderick – BAJA 100

1st-Girl – Lynn Wilson – BAJA 100

HARLEY-DAVIDSON
the Harley-Davidson outperformers

Mason Bags Two At Perris

By Elaine Jones

PERRIS, CAL., June 12, 1971 – Doug Mason had everything working for him Saturday night and came up with double gold. The first win came in the Mixed Moto where Doug outran Larry Kosch. Mike Tidwell the youngest rider on the smallest bike, a 90cc Yami pulled the third spot. There should be a class for kids five feet and under as there are sure a lot of young riders making the scene at Perris this year. Tom White is still looking for Doug's groove and it looked like he had found it for a while in the 250cc Amateur-Expert go. Tom and Doug were making like Siamese twins in the first moto with the lead swapping courts like a ball at a tennis match. Doug finally got tired of it and pulled away to take the win. The next two motos saw Doug all by himself.

Jeff Sexton had bad luck in the 250cc class but he flat blew them into the weeds in the Amateur-Expert moto. Jeff also set a lap record of 38.5 which is really motating. Jeff was so fast he could have stopped for a coke and still have time to get across the line before everyone else. Bob Greenstreet could get him off the line but that was about it. Bruce Prior was third.

B.J. Hayden who has been plagued with mechanical problems most of the season, won for the second week in a row in the 125cc Novice II class. It was an exercise in sheer perserverance. Rex Hailey and Norman Blake were second and third.

Rex held his own in the 100cc Novice II class, but it was squeaky close with John Shipley applying pressure every lap. Rex should be getting pretty close to the Perris Amateur rating.

Tim Holm, a new face, who is starting to make waves took the 125cc Novice I class over Kazuo Sahauchi and Jim Ashley. He likes to win at the last minute and that's what he did to Kazuo every time.

Wednesday night racing starts June 23. Silencers or mufflers are required.

(Results on page 24)

New Zealand's Gifford 'Demonstrates' Speedway

By Bruce C. Young

SACRAMENTO, CAL., June 18, 1971 – Dave Gifford from New Zealand aboard a super fast speedway machine showed several top Southern Calif. riders and Northern Calif. riders and spectators what speedway racing is all about. He put on a very impressive show by blasting around riders on the ouside, inside and sometimes in-between to win the Scratch Main Event in this the first in series of 20 Speedway events to be held at Cal Expo, promoted by Al Lauer of Auburn, Calif.

Approximately 1500 spectators were on hand to witness this first event and went away very impressed by the Southern Calif. riders who traveled up to Sacramento to challenge the North. Every race was a real thrill to watch from the start line to the very end.

Sometimes it seems as the racing has just started when the checkered flag is dropped. The action happens so fast that one has a little tendency to feel that the night should go on forever.

The two top local riders who did well during the night was Phil Stotts who won the Div. II Main Event and whole lot of ice cream given by Ferrell's ice cream emporium in Sacramento, along with a very nice trophy. This race was Phil's first attempt at Speedway racing and he shows great promise. In the Div. II Consolation event another local rider, Mike Rooney, won.

Most of the other event were dominated by Southern Calif. riders with a couple of our own boys doing good at the end. Milt Iverson, a old time Speedway racer, and Gus Lauer, son of the promoter, did very well in their respective races.

Sumner McKnight won two events and really knows how to put a Speedway machine through its paces.

(Results on pge 48)

NOISE: The sound that kills the sight.

DISTRICT 36 1971 CALENDAR continued

OCTOBER

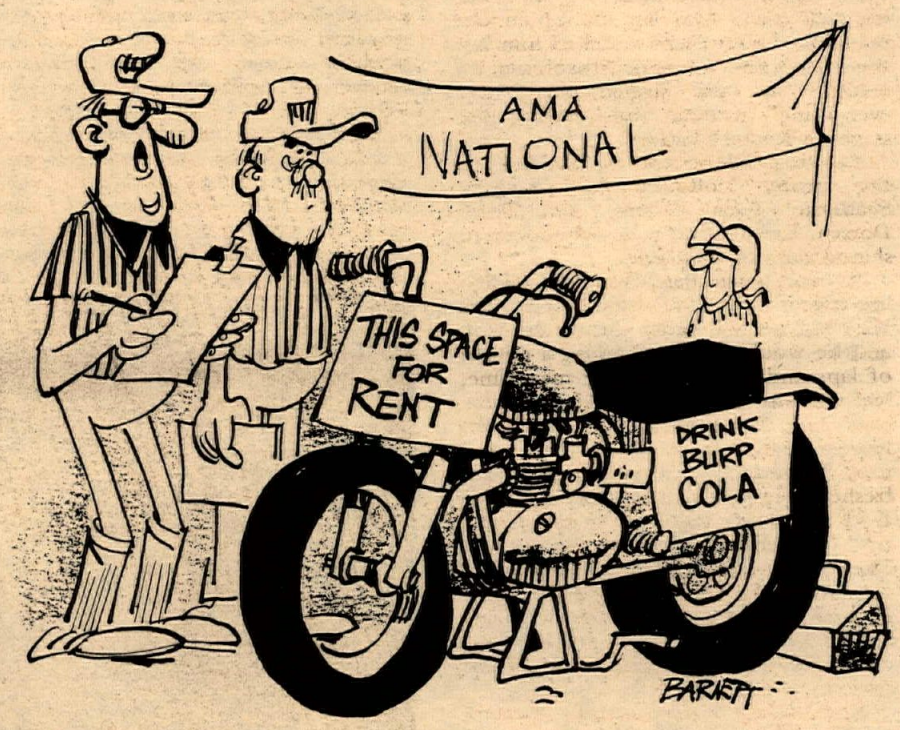
1–	Short Track	West Side Eagles MC	Turlock
3–	Field Meet	Spartons MC	Woodland
	Poker Run	Stockton Golden Eagles VC	Stockton
	Scrambles	Los Gatos MC	Cycle Hills
	Scrambles	Richmond Ramblers MC	Pt. Richmond
	Scrambles	Nevada Trailblazers MC	Reno, Nev.
10–	Poker Run–Ben.	Santa Clara Cavaliers SRRA	Santa Clara
	Scrambles	Shasta MC	Redding
	Field Meet	Modesto MC	Modesto
	Enduro 100 Natl.	Wassuck Scramblers MC	Hawthorne, Nev.
	Hill Climb	San Jose Hillclimbers MC	Cycle Hills
	Motocross	Rough Riders MC	Carnegie Cycle Park
17–	Poker Run	Lodi MT	Lodi Cycle Bowl
	Motocross	Dirt Diggers North	Sacramento
	Hill Climb	South County MC	Hollister
	T.T. Races	Oasis Scramblers MC	Fallon, Nev.
24–	Turkey Run B.T.	Wedded Wheels	Pleasant Hills
	Scrambles	Shasta MC	Redding
	Scrambles	Stockton Scramblers MC	Lodi Cycle Bowl
	Hill Climb	Campbell MC	Carnegie Cycle Park
	Enduro	Oakland MC	Ladoga
31–	Scrambles	Hi Hats MC	Concord
	Enduro	Port Stockton MC	Railroad Flat

NOVEMBER

7–	Cowbell Enduro	Hayward MC	Lucerne
	Motocross	Nevada Trailblazers MC	Reno, Nev.
14–	Turkey Run B.T.	Redwood Empire MC	Santa Rosa
	Enduro	Sonora Pass MC	Sonora
	Hill Climb	San Jose Hillclimbers MC	Cycle Hills
21–	Turkey Run B.T.	Redwood City Travlers MC	Redwood City
	Hare Scrambles	Polka Dots MC	Sacramento
28–	Enduro	Slo Pokes MC	Lucerne

DECEMBER

4–	Old Timers Dance	San Francisco MC	San Francisco
5–	Hare Scrambles	Nevada Trailblazers MC	Reno, Nev.
	Motocross	Rough Riders MC	Carnegie Cycle Park
12–	Motocross	Richmond Ramblers MC	Pt. Richmond
	Motocross	Dirt Diggers North	Sacramento



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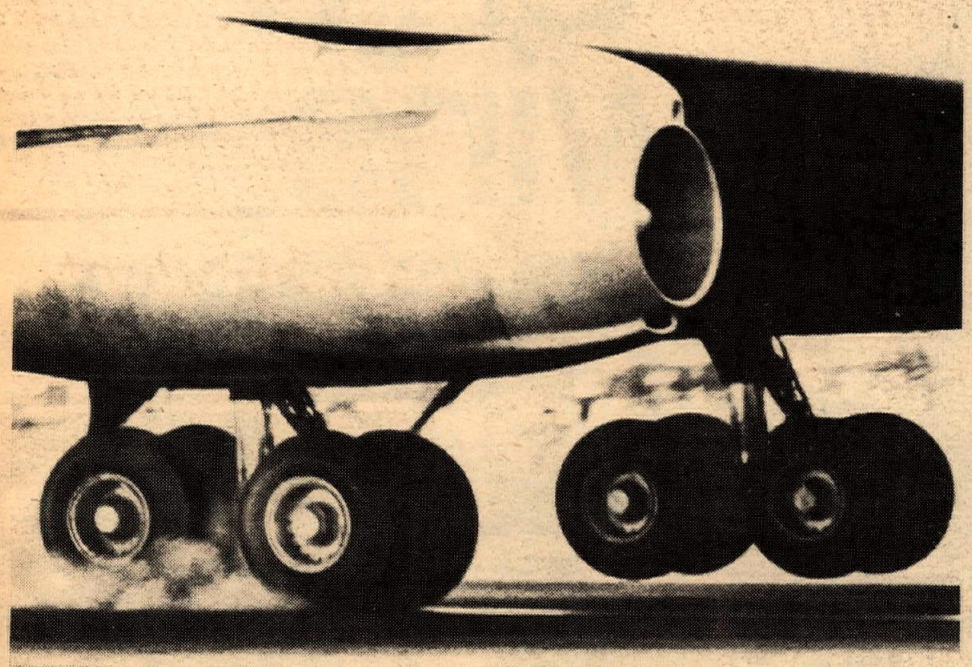

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DeKeeter Comeback; Dorsch Hot at Corona

Baker, Moore Thrill Crowd

By David Swift

GARDENA, CAL., June 25, 1971 — Unique and ironic circumstances led to DeWayne Keeter's win of tonight's 15 lap Expert Main at Ascot. Keeter had won his heat earlier but at the start of the feature event he lolli-gagged around nursing a sick machine. "A rock flew and knocked loose my ignition wire," said DeWayne later, fingering the disconnected terminal. "There wasn't much I could do but sit out. Then Hart fell."

At the start of the Expert Main, Mel Lacher looked to be on the road to another sweep. After easily winning his heat and the Trophy Dash, he moved to the front of the final with the same ease. Short Seaborne and fast qualifier Lloyd Houchins were pummeling the second position when Houchins, looking for his second win in that many weeks, dialed on all the beans and put both Seaborne and Lacher behind him.

With ten more laps to go, the pleased crowd stood up to watch the beginning of what should have been a heart-stopping duel between the two evenly-matched racers. That's when Chuck Hart fell.

Hart was running a tight fifth in the fast-moving field (fast-moving except for Keeter, who was on the verge of being lapped) when he gently went on his duff going into lap six. Up in the pressbox, Sandy Reed watched him lay there for a few moments, then casually reached up and jiggled the "stop everything" switch, thus setting the stage for Keeter's victory.

The single-file restart saw Houchins in the front, followed by Lacher, Seaborne, Glen Adams, and Terry Dorsch. Keeter, that loose wire secured, shared the rear with Hart.

At the green flag, Houchins pulled the trigger and found nothing there. His BSA had soured badly during the wait and he would end up limping a couple of laps and quitting. In the meantime, Mel was out front again getting in some hard laps, this time with Eddie Wirth. Keeter hadn't been riding hard until now, however, so everything was a bit fresher. He cat-walked throught the field and, with two laps to go, passed both Lacher and Wirth on the outside. These two were helpless to DeWayne's aggression, for the hard riding had gnawed away most of their inside rubber while Keeter's looked just dandy. It was Keeter's first win of the season.

Ron Moore was fastest Junior qualifier, setting the clocks at 23.28 seconds, just a taste off of Houchin's 23.25. Moore was the man to beat and Al Baker barely did it.

Baker and Moore scurried to the first corner and quickly separated themselves from the rest. Al put a sizeable gap between himself and Ron, one that Moore soon closed up. Baker's Triumph started doing some nasty wobbles as he powered out of the turns, and finally he actually came off the machine, recovering brilliantly but dropping behind.

With two laps to go, Moore appeared a cinch. Suddenly Al took a series of giant steps and they went into the last turn with their elbows in each other's eyes. The entire city of Gardena sprung to its feet as both racers wrenched their throttles well past the stops. Only those sitting on the finish line could tell Baker had won it, and probably some still had their doubts.

The Novice Main was no competition to the other two features, as far as sheer excitement goes. Steve Nichols, lonely after Scott Brelsford broke in the first heat, won it all the way. Gary Caldwell and Denny Carlson clattered over the second spot for the initial laps, but soon everyone settled down. Few riders bothered to change positions during the balance of the race.

Al Baker blasted his way to the Main Event win as at Ascot Park Friday night.

Terry Dorsch collects his Trophy Dash brass before going on the win his ninth consecutive race at Corona Raceway.

Brelsford Nips Quick Nichols

By John Bethea

CORONA, CAL., June 26, 1971 — Terry Dorsch may soon set up permanent residence at Corona Raceway. The speedster Expert is thus far undefeated in all nine races he's competed in during the three weeks of professional half-mile races promoted by J.C. Agajanian.

Tonight, he broke three of his own records he set back on June 12's opener with a 22.99 clocking in time trials, a 5:43.83 time in the 150-Lap Main and a 1:10.39 showing in the Trophy Dash. The only mark he failed to better was his 5-lap heat time of 1:57.10 set two weeks earlier, he missed that by .34 of a second.

Lloyd Houchins did his best to defeat Dorsch, but all he came up with was a second place in the main after holding off Nick Theroux in a tight finish. Junior Loyal Penn, after running third on the first lap, finally tallied at fourth.

Novice hotshoe Scott Brelsford again aced out Steve Nichols in another tight one which these two have been coming up with both here and at Ascot Park.

Nichols took the early lead in the main, but out of turn two of the third lap, Scott got the inside as Nichols went wide and took the lead. Brelsford then opened up a sizeable lead before Nichols again put on the charge. As it happened at Ascot a month ago, Scott went a little high on turn four on the final lap and Steve got the inside line to drag to the finish. The crowd jumped to its feet in this tight one and Brelsford just barely held on for the win.

"I really was scared there a bit," Brelsford said later. "In fact, today I wasn't really sure I'd be able to race tonight. We blew some parts and my tuner, John Claudino, had to fly up to San Francisco to get some new ones. He flew back this afternoon and got them to me about 3 o'clock."

Brelsford intends to continue making the weekly trip from the Bay area down south to Ascot on Friday and Corona on Saturday "because I want that Number One Novice ranking. Steve's got it on me because he's got one extra day on setting up his machine whereas I don't. It showed tonight as the Yamaha seemed to be getting hot and loading up a bit after three laps. Like, I'd turn on the throttle and it was nothing like the first few laps. But, John and I will get it going for next weekend."

(Results on page 28)

NOISY MOTORCYCLES RESTRICTIONS

Recognizing that noise pollution by unmuffled motorcycles is a serious problem, the AMA has decided to set further restrictions on such equipment used in AMA sanctioned competition.

The AMA Executive Committee has broadened restrictions for 1972. All Amateur events with the exception of Bonneville land speed record attempts will be run with mufflers as directed by the 1972 AMA Amateur ACtivities Rule Book. In addition, all professional motocross events will be run with mufflers meeting standards set by the AMA.

The AMA will enforce a standard of 92dB(A) measured at a distance of 50 feet for all amateur events plus professional motocross.

With the limited restrictions established in 1971, the 130,000 member AMA has experienced strong support from its 2,000 chartered motorcycle clubs in enforcing this rule.

Executive Director Russ March states, "Our experience in 1971 indicates that our membership will be more than happy to assume additional responsibility as to the noise emission of their motorcycles. AMA members are well aware of the harm that has been done by irresponsible motorcycle users, and I am positive that they will do all they can to improve the quality and public acceptance of the sport and hobby of motorcycling."

NEW DUNES TRACK

Indian Dunes Park in Valencia, Calif., will now have two separate motocross tracks. A second course, which is under construction to the east of the track currently being used for racing activity, is expected to be completed and in operation soon.

"This new course," according to Dunes manager, Walt James, "should remove much of the burden which is now being placed on the first track. Particularly, on race days — which are on schedule for both Saturday and Sunday through the end of August. This will provide the space for those who don't want to race, but would like to get a little practice, or tune their bike..."

The new course, which is approximately 2 miles in length, is being cut through virgin ground and allows a rider plenty of action as he, or she, wind their way beneath large cottonwood shade trees.

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INTER-AMA BEGINS WITH

VALENCIA, CAL., June 27, 1971 — The Americans almost pulled a surprise on the visiting Europeans in the opener for the Inter-AMA Series for 250cc machines today at Indian Dunes Park.

The fast two-mile course threw a little bit of a scare into the Europeans as they didn't have their gearing set as high as they should have, had they known how fast the track was. Instead, they were just about evenly geared to some of the fastest Americans and had to rely upon skill to do their thing.

Tom Rapp, Bultaco ace from Buena Park, Calif., immediately caught the crowd's fancy as he rolled into second place at the start of the first moto behind Vlastimil Valek, Czechoslovakian CZ ace who was fourth in the World Championships several years back.

Valek continued to pull away from the rest of the pack but Rapp remained hot on his tail and mid-way through the 20 minute moto, Rapp almost got the lead but Valek closed the door on the back sides series of jumps.

Then, Rapp began to show fatigue as he slowly dropped off the pace until the final few laps when again tried to pick off the Czech, but failed and took second. Krister Lindblom (Sweden-Hus) ran third all the way and Jan-Erick Saellquist (Sweden-Hus) had to work his way through the pack to take fourth.

In the second face-off, Bob Hershey (CZ) stunned the crowd as he picked off first place and Rapp took second. Hershey, however, went down before the second lap was completed and had to retire.

With this, Rapp took over the point and continued to hold it for most of the race. But, again fatigue set in and Gunnar Lindstrom, a European who has taken up residence in New Jersey, finally caught Rapp and moved his Husky into the lead. On the final lap, Saellquist also caught and passed Rapp to take second.

After two motos, however, it was Rapp leading in overall points with a host of Europeans behind him, setting up for the climactic final moto.

In this, he got a poor start and was running a distant 13th after lap one. Valek, who finished 5th in the second moto, was again out in the lead and stretching it. But, Rapp wasn't to be denied yet and he moved to 12th on lap two, then all the way to 8th on lap three. Two more laps and two more positions found Rapp running 6th in definite position to take second at least and perhaps first if he could knock off a few more positions. He had finally gotten to fifth when the last lap flag appeared and he had second secured — almost.

On the back section, tragedy struck Rapp's hopes as his rear brake rod came off and kicked his chain off the sprocket. He recovered as rapidly as possible, but had dropped by at least a dozen positions to dash his hopes. Meanwhile, the ever-consistent Lindstrom had maintained second most of the way and collected enough points to be listed second overall and Top "Foreign" American.

Dave Bikers, who never was in the real spotlight, still managed to garner enough points to take third with Rapp settling to fourth. Saellquist took fifth and Swedish Husky rider Keit Fransn seventh.

The next full-blooded Yankee was Maico's Tim Hart, who has recently been sponsored by Bob Bailey's Cycleland, in eighth followed by Gary Jones on the prototype Yamaha.

One of the American hopefuls, Bill Clements, had his fill of troubles. In the first moto, he spilled at the top of the start hill on the first lap and snapped a throttle cable. Then, in the second, his engine seized and he called it quits for the day.

Mark Blackwell, unofficially rumored to be Bob Grossi's replacement for the vacant AMXT berth, got in a tangle with England's CZ ace Stuart Nunn in which Nunn's foot got stuck between Blackwell's spokes and rear shocks.

Jan-Erick Saellquist, Swedish Husqvarna rider, takes fast Indian Dunes jump.

Report by John Bethea
Photos by John Bethea, Tom Culp, David Swift, Larry Groves and Paul Perkins

This is how close Tom Rapp and Vlastimil Valek were in the first moto. Try as he might, however, Rapp could never quite get in front of the fast Czech, who won the moto and overall as well.

They were unable to sepa
for about 15 minutes, sa
Nunn was unhurt and in
moto, but Blackwell's
ruined.

Easterners Sonny DeFe
Higgens also had their prob
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Doug Grant (AJS) and
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later joked. "Seriously," h
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we've had Doug trying for
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which we hadn't noticed.

With Grant out of comp

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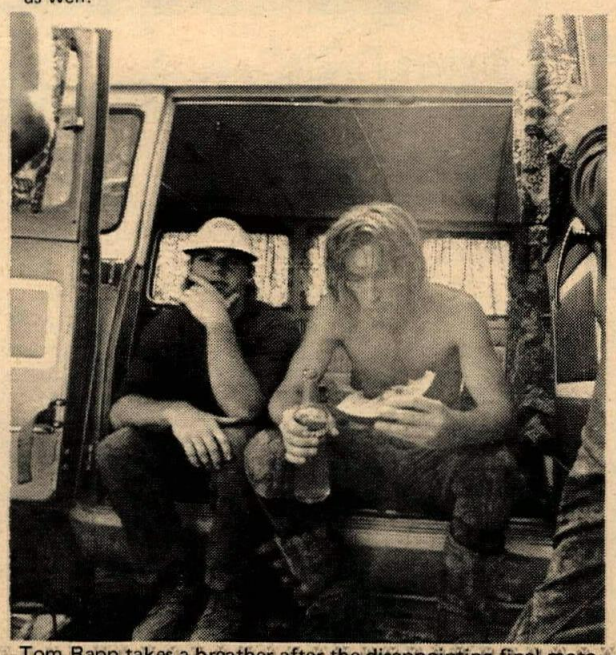
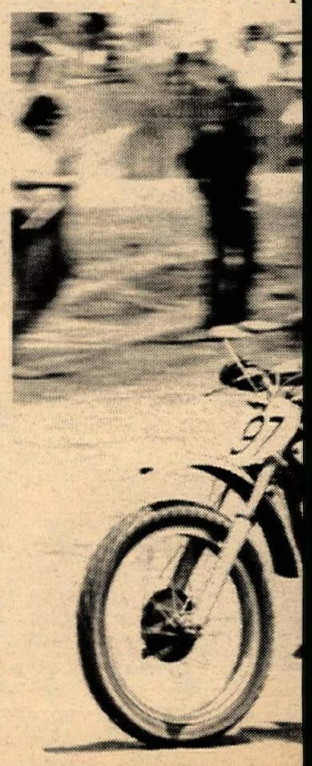


Tom Rapp takes a breather after the disappointing final moto.



Lars Larsson moves to the lea
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AMERICAN NEAR VICTORY

Jim West takes tight berm with control and power.

Gunnar Lindstrom took top American honors with a second overall.

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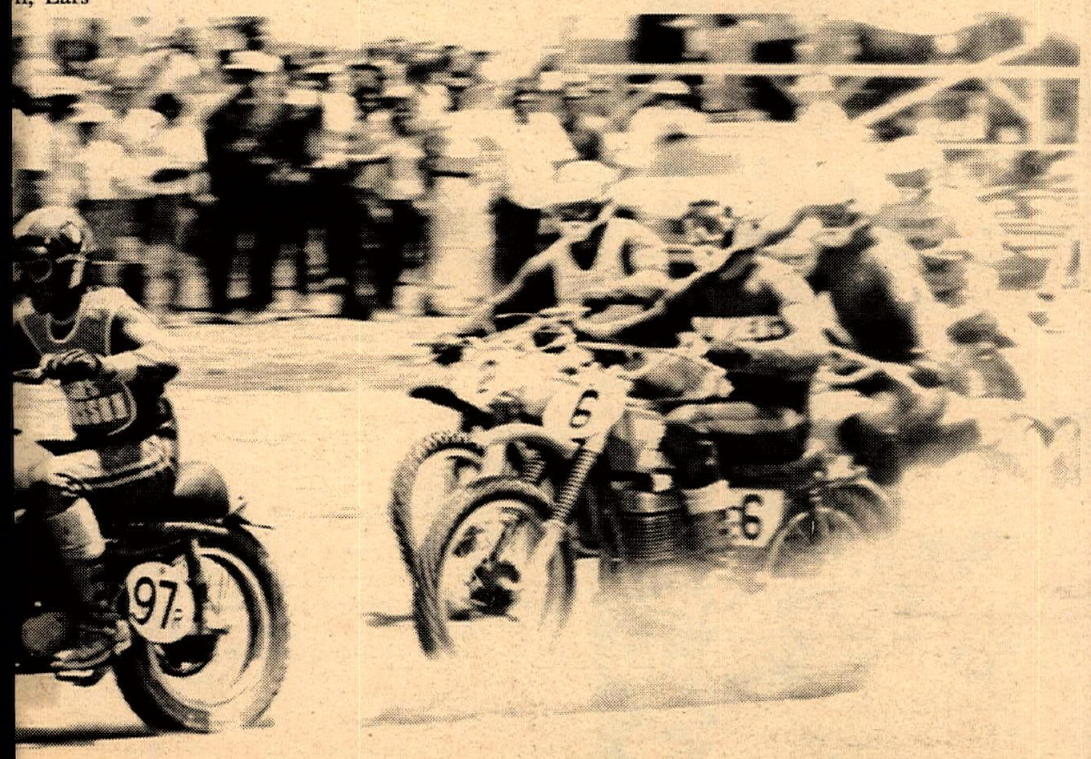
The Jones boys, Gary and DeWayne, tried their Yamahas. Gary took ninth overall.

had little trouble taking overall, although Bryan Holcomb won handily despite gear shifting problems. Grant, based on his first two motos, still took second with Holcomb third and Mark Nohr fourth. Russ Darnell took fifth place money, but his new Suzuki teammate, John DeSoto, had his problems as he unavoidably hit another fallen rider in the first moto and endoed. He got back on but the engine ran sick after that and was he forced to leave early.

(Results on page 28)



he 500cc National Support class as Mark Nohr holds second. The last rider pictured is Doug Grant, who took the next. Frame breakage in the final ended his hopes for an overall win as he settled for second.

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TEXAS SCENE

Motocross Growth Seen in Last Two Years

By Pete Szilagyi

It hasn't been too long since the Texas bike racing scene was just another hot, dusty Sunday at the bumpy oval or adobe-hard scrambles track. The morning heat would already be stifling as the battered pick-up trucks started showing up at trackside. They bore Matchless and BSA singles, Honda scramblers, Harley 45's, Triumph Cubs and the usual proliferation of stripped street bikes of uncertain vintage. The lack of sophisticated machinery didn't prevent anybody from having a good time. Man, just hang your leg out and screw it on. Come Sunday night...maybe some bad raspberries, maybe not, but lots of sunburn and a light head from all those after-race frosties.

The scenario has not changed; race day dawns bright and hot. The track is bumpy, but now it's supposed to be. But the hardware isn't the same. The old pick-up has been replaced by a Volkswagen bus or domestic van; practical conveyances that are brightly painted and covered with decals advertising machines built by Orientals, Swedes, or East European comsymps. Their cargo is usually equally divided among motocross racer, motocross racer's race bike, and ice. Huskies, CZs and Maicos abound, along with plenty of Yamahas, Suzukis, and Kawasakis, most of them sporting accessory handling equipment and crackling expansion chambers.

The riders and spectators seem to be a little different now. The under-30 hip-sophisticate crowd seems to be attracted to motocross racing. College towns in Texas generate the most interest in the sport. The pits are usually filled with eight-track tape players attempting to make Led Zeppelin heard above the cacophony of exhaust noise. On any given Sunday, there are miles of film exposed by spectators bent from the weight of all the precision photo gear hanging from their necks. They are knowledgeable fans who understand and enjoy motocross. And if the promoter has played his cards right, they come in droves.

Texans were first introduced to motocross racing about three years ago by enthusiasts who had been to the east or west coast and visited the fledgling tracks in operation there. Pretty fair coverage in the national media didn't hurt either. It has taken the promoters and track operators a while to get their heads together, but now the Texas motocross scene has come of age; it's alive, healthy and growing.

It's still plagued by an occasional promoter who calls his races motocross, runs them on a TT track, and scores them by a method that seems to be a combination of SCCA and rugby. Fortunately his ilk are few and far between. Thanks to a lot of hard-working, farsighted folks, the tracks are real motocross, the riders real motocross, and by God, all the aches, bruises, and seemingly endless motos are real motocross. Texas is a large state with fairly scattered population centers, but a rider who wants to moto can usually find a race every weekend.

The summer sun in Texas is brutally hot. In July, August and September, the mercury usually hovers around 100 degrees. The heat takes its toll on race day. It adds an extra dimension to a sport that tests stamina even under ideal climatic conditions. There's just nothing quite as exhausting as riding three 20-minute motos on a balmy 102 degree Sunday. The combination of heat and rare summer rainfall creates a big dust problem. Very few tracks can afford water trucks. When water is needed the most, in hot weather, it dries so quickly that all you notice is a brief increase in the relative humidity. Winter racing is a lot easier on both the riders and spectators. Texas winters are fairly mild except for a blustery 20-megaton storm every third week. Temperatures generally don't stay below freezing in most of the state. Afternoon highs are just warm enough to allow comfortable spectating and cool enough to keep the riders happy. If only the wind wouldn't blow...

Motocross riders coming from the West Coast will find that Texas tracks run shorter motos than they do back home. Promoters don't want to scare away riders who aren't in good enough shape to hold on to a machine for a total of one or two hours. The earnest non-professional racer is the bread and butter of Texas motocross. He usually finishes behind the guy who takes it more seriously, although he outnumbers him two to one. But there wouldn't be any motocross in parts of Texas without the weekend racer, so the promoter courts him. Smaller rider turnouts are also the rule. An average Southern California motocross might attract two, three or four hundred riders; in Texas we call 175 a big crowd. With fewer motos to run, race day is a lot shorter than the sun-up to sundown Coast extravaganzas. Activities usually begin at one in the afternoon and leisurely progress until 5 or 6 pm.

The freshly kindled interest in motocross is certainly a boom to the local motorcycle retailers. Dealers specializing in motocross bikes and accessories are falling all over each other trying to give the Texas dirt-biker the goodies he needs to go fast. Husky and CZ outlets can sell every machine they can get. Thousands of dollars are spent every week for protective clothing, go-fast accessories, and replacement parts for last Sunday's crash. The equipment is easy to find, as is the experience. For most riders it's easy to locate a place to practice. The majority of the motocross tracks are conveniently located and open for practice all week long. Texans are faced with few land closures or restrictions. They can ride on just about any undeveloped land as long as the noice is kept at a reasonable level. Unfortunately, Texas riders will probably expansion chamber themselves out of a place to ride if they don't learn from the mistakes of their California friends.

So there you have a brief look at the Texas motocross scene, pretty much the same as anywhere else, but with that unique Texas style. In two weeks, a look at the tracks in the area.

Rush Pair Tags Foes for Four Wins

SouthWest Cycle News

By Johnny Warren

HOUSTON, TEX., June 13, 1971 — David and Peggy Rush of Baytown, Tex. copped four firsts at the beautiful ultra-modern Clovefield Raceway Sunday. The short track and scrambles was sponsored by the San Jacinto High Rollers Motorcycle Club.

David, 17, was 1968 State Champion and '69 Regional Leader in the 125 and 250 classes. He rode his Yamaha to an easy win in the 125 class short track position race. In the final he gained the lead in the first turn and coasted to victory.

He had trouble in both 250 events, however, in his heat David's bike stalled on theline but he had a 2nd-place finish.

Richard Dillard of Beuamont, Tex., another top young rider won this race, also on a Bultaco. In the 250 scrambles heat David's engine trouble forced him to the sideline after one lap. Dillard won the race. In the final David corrected the engine trouble and piloted his Bultaco to an easy victory.

Peggy Rush, David's 15-year-old sister, geared her Yamaha to first in the 125 scrambles final, a first in the powder puff, and sixth place in 125 short track after her engine stalled on the line. Peggy won the scrambles final after David had trouble that forced him to the sidelines.

Nine-year-old Russell Gourley, riding only six months, powered his Yamaha 60 to first in the 9-100 short track position raced, fifth in the final scrambles and won the mini bike race.

Kenneth Carter, a young and upcoming rider won both the 100cc Main Event of both short track and scrambles on a Kawaski.

With this issue, Southwest Cycle News becomes a regulary by-weekly feature in Cycle News West. Included in this section will be reports from the AMA Districts 20, 21, 25 and 26, covering all of Nebraska, Kansas, Oklahoma, Texas, New Mexico, Colorado, Arizona, Utah and parts of Nevada. Regular correspondents are being sought in these areas and queries should be sent to Editor, Cycle News, P.O. Box 498, Long Beach, Calif., 90801. Advertisers, wishing to secure space on a regular basis in this section are advised to contact Tom Culp, c/o Cycle News, same address.

NMMC 4th FEST SET

The New Mexico Motorcycle Club have scheduled their Championship Motocross to highlight a gala Fourth of July program. The race will be on a brand new course at Bearcat Raceway, 13 miles south of Albuquerque on Highway 10.

Top riders from four states will be competing for $2000 in cash and prizes, getting underway at 11 am Sunday. After the final race, there will be lots of food and be-bop music by the Lewie Wickham Trio. A fireworks display will climax the weekend.

There will be free picnicking, camping all week, and pleasures only cool mountain land can offer. Gate fee is $4 a person, $1 for under-12's. For more info, call (505) 898-0528 or 299-1257.

Some wet and wild motocross at Friendswood, Tex. Photo by Johnny Warren; results on page 28.

MX CHAMPIONSHIPS

The New Mexico M.C. announced its scheduled events for the big Fourth of July weekend. This is the designated time for the NMMC Championship Motocross Race. The best riders from four different states will be competing for nearly $2000 in cash and prizes. The race will be held on an entirely new track at Bearcat Raceway, 13 miles south on Highway 10.

The Amateur classes will begin at 11 a.m. and the Experts at 2:30 p.m. At 3 some of the best BBQ beef ever will be available at $1.75 a plate. As a special attraction the Lewie Wickham Trio will give a concert beginning at 6:30 p.m. Then at 9 there will be a fireworks display.

Admission of $4 per person will include the race, Lewie Wickham concert and fireworks display. Those under 12 will be admitted for $1.

This is the biggest event the New Mexico M.C. has ever sponsored. Free picnicking and camping is offered all weekend with water and toilet facilities on this cool mountain land. Come out and bring the family!

For further details call 505/898-0528 or 299-1257.

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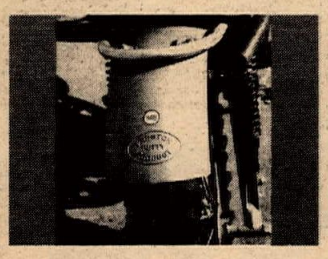

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Packard Dominates First Dry CMA MX

By Shirley Knop
Photo By Gary Payne

SALT LAKE CITY, UTAH, June 20, 1971 – After several months of mud, the riders wanted a dry motocross, and that's what they got at Sunday's Continental Motocross race. At least that's what the Experts go – a hot, dry, dusty race. The water truck broke down between the Novice and Expert parts of the program.

During the morning, when the Novices were racing, the water truck went wild, producing an ever-moving mudhole. Each moto, the first lap had to be spent finding out where the mudhole was and where the course was dry. The mud and the large classes caused problems for the scorers, but most observers agreed that the Novices produced a better show than the rather small Expert classes.

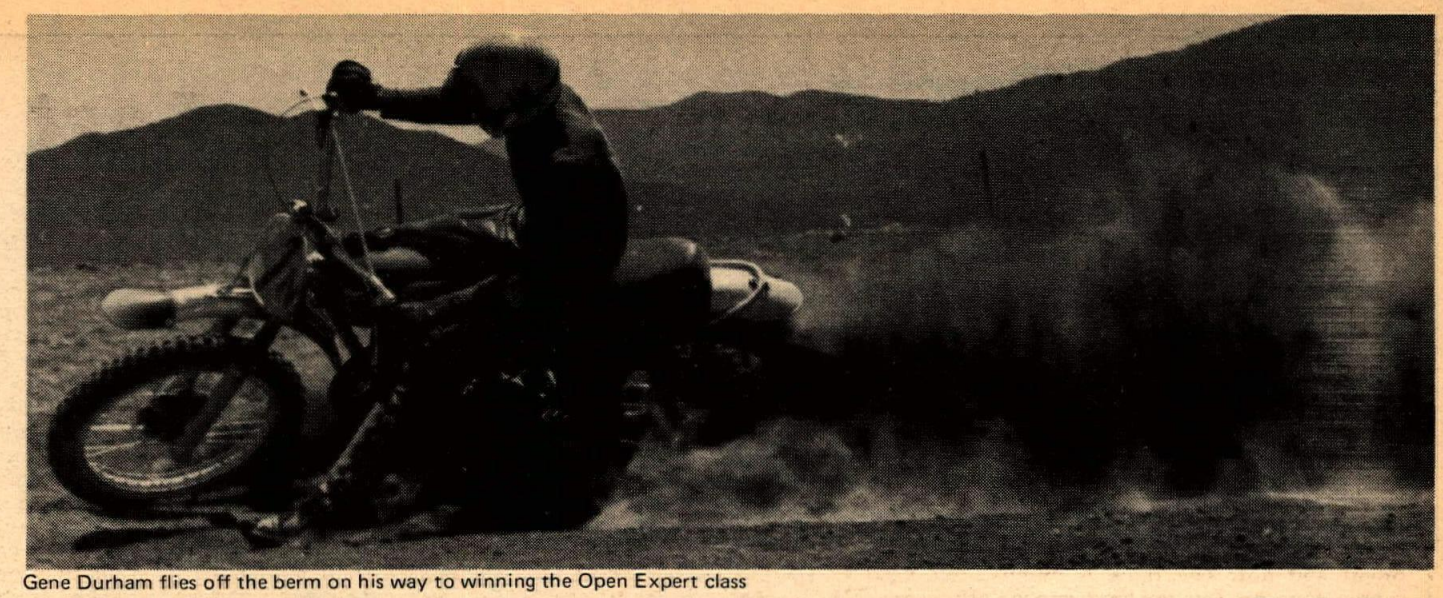
The real highlight of the day however, was the passnger race. Each bike had to carry either a Novice and an Expert or two Novices, and the passenger had to drive at least one lap. Preston Gerber and Phil McDonald took the lead early and held it to win the big bike class, while Robert and Jack Plumb worked their way up to second overall to take the small bike class. The process of riders switching places produced a lot of laughs. When Novice Dave Burnett took over from Expert Tom Bacca, he got a little too eager and wheelied Tom off the back. Tom came down running and leaped for the bike just as Dave slowed down. For awhile they were 1st in the piggy-back race. Another unidentified rider came off the back of his bike at the jump just before the finish and ended up chasing his partner and bike across the line.

One Utah rider is about to bite the dust.

In the Expert classes, Dennis Packard was the most impressive rider as he rode both the 250 and Open classes, back to back. CMC usually schedules its races so guys riding two classes get a break, but Dennis didn't tell them. He did well, too, taking first in the Open class over Don Fuller, and second to Steve Burgess in the 250 class. Steve, incidentally, won his $3 entry fee back for winning on a silenced bike. Congratulations, Steve.

All in all, it was a good day of racing and the last at the Bacchus track until August 14-15. CMA will next host a motocross July 10 in Nephi, Utah, as part of the Ute Stampede celebrations there.

(Results on page 28)



Gene Durham flies off the berm on his way to winning the Open Expert class

THREE STATES MX SHOW

TAOS, N. MEX., June 6, 1971 – Sunshine and clear skies greeted racers and spectators alike at Coyote Raceway. Spectator turnout wasn't up to par compared to May's race, yet the racers came out in fine force, as three states were represented, Texas, Colorado and the Home State boys, which included the New Mexico Motocross Team.

These fine racers put on an exciting afternoon of racing with the throttles dialed on to the limit. The show got underway at noon and the track was in excellent condition for the start of the first race.

The 100 Expert race saw hot shoe Don Vermon (Ric) from Amarillo, Texas, get out in front every heat and stay there, with two Albuquerque, N. Mex. boys, Bruce Coston (Hod) and Bruce Grousett (Hod) right behind him and it ended that way in the final tally.

Mark Harrington (Suz), 16-year-old from Amarillo, rode the 125 Ex. and the 250 Ex. and proved in both that those hot new Suzukis really do move out, as he would jump out in the lead in each moto of the 125 class and stay there till the end. Jimmy Southern (Bul) and Chuck Stutz (Bul), both of the N.M.M.C. Team came in second and third.

In the 250 class Harrington collected a 2nd place as he had two fine firsts but a DNF which let Dick Baber (Yam) take the overall win with a second, first and a fourth. Stutz (Hus) and Garry Lofton (Yam) of Colorado fought it out for the 3rd spot with Chuck coming out on top.

The Open Expert class was a run away for Gene Duran (Hus) "The Flying New Mixican", as he got the checkered first in all three motos. Terry Peterson (Suz) from Pampa, Texas, gave Duran a little trouble in the first two motos as he held the lead for a couple of laps. But the hard charging Duram would fly by never to be seen by the number two man the rest of the race. Leroy Carmody (Suz) rode consistently for the 2nd place money with Larry Bare (Mai) and Peterson (Suz) livening up the show with a tie for 3rd. Bare had a spectacular crash in the first heat when he got out of shape coming over the down hill jump at full throttle. He was shaken, but not hurt and went on to ride the next two heats in fine style to make a good come back.

Novice classes provided thrills and chills for everyone as Earl Ditmore (Yam) got to the finish line to become the winner in the 0-200 Novice class. Jim Spencer (CZ) came in 2nd with Kim Lofton (Yam) close behind. The 201-Open Novice found Roger Webb (Yam) leading the pack as he finished first in the final lap. A fellow Santa Fean, Ron Nix (Yam), tore up the track for a 2nd place with Dave Clause coming in under the flag for a 3rd spot. The others followed in one by one to finish the day.

The mini-bike races gave the crowd a new feeling during the afternoon as little Shawn Spencer (Yam) came roaring in for a triumphant first place with Leroy Sanchez of Albuquerque following in his slip-stream for a 2nd spot.

Coyote Raceway in Taos has facilities for the comfort of spectators as well as a snackbar and excellent viewpoints of the entire track.

PENTON

Motocross, Placerville, Calif.
June 6, 1971
125cc Nov. Div. II
RICK CLEMENTS – PENTON
1st & Overall
KEITH WIGGONS – PENTON
2nd – 125 Am/Ex.
KEVIN HENRY – PENTON
1st Am. & Overall

Diamondback Enduro, Susanville
June 6, 1971
125 Div. A
1st – H. KEOUGH – PENTON
2nd – C. REAVES – PENTON

ACE Motocross, Indian Dunes
All Junior Day
June 13, 19711
125cc Div. A
ALLEN BART – PENTON
1st – 125cc Div. B
1st – K. BURLEY – PENTON
2nd – D. MITCHELL–PENTON

Motocross, Forest Glade Cycle Park
Corpus Christi, Tex.
June 13, 1971
125 JR.
1st – JOE WITTER–PENTON
2nd – MARK SWOFFORD–PENTON
3rd – MIKE STORBECK–PENTON

Motocross, Challengers M.C.
Lehi, Utah, June 13, 1971
125 EX.
1st–PETE CRANDALL–PENTON

ACE Motocross, Indian Dunes
June 19, 1971
125cc
1st – ALLEN BART – PENTON

Motocross, Indian Dunes
June 20, 1971
125cc JR. Div. B
1st – MIKE WASTE–PENTON

CMC Motocross, Saddleback
June 20, 1971
100 JR. Div. I
1st – B. BARNES – PENTON

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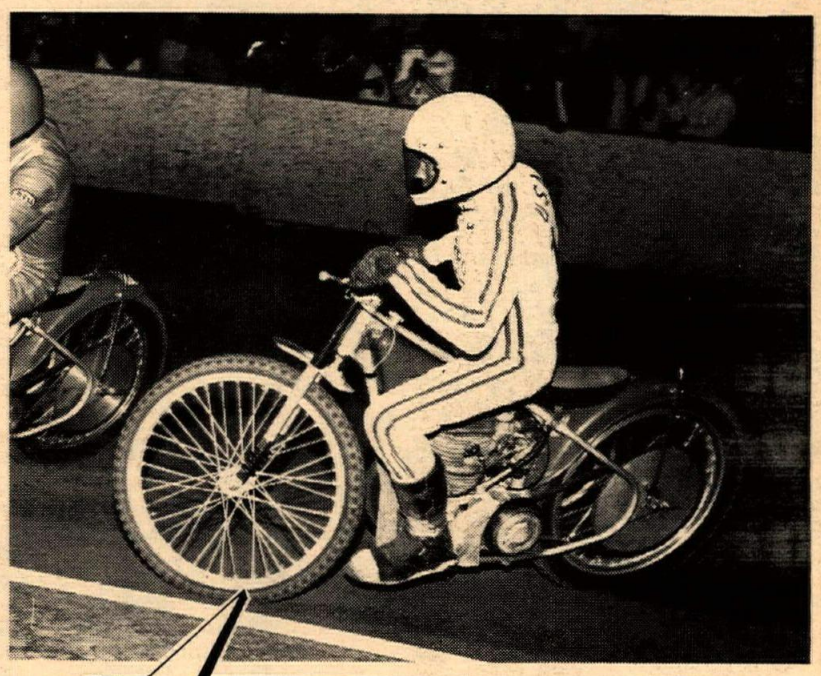

Mike says: –(*A direct quote from Mike, himself!*)

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Opening night at Ventura Fairgrounds, Mike Bast and his brother Steve went 1–2 in the Main using Safetech total coverage helmets.

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Bike Catches Fire at Perris After Crash

By Elaine Jones

PERRIS, CAL., June 19, 1971 – Craig Johnson gave the people a thrill Saturday night when his bike caught fire after he went down in the sweeper. No one was more surprised than Craig as he was trying to get it started and "poof" it's Fourth of July time. Next thing Craig is on the ground making with the dirt. Luckily he wasn't hurt and it was more gas than bike that burned.

Big Bikers Tony Denius and Andy Skeel were on hand to do their thing in the Expert Moto and although Tony felt he was making a lot of mistakes Andy had problems staying with him. The third moto saw Skeel get it all together but on the last turn of the last lap he made a fatal error and Tony slid through to make it three for three.

Jamey Blunt still keeps rolling up the wins in the mixed-moto and no one seems able to stop the combination of Ossa and Blunt. As Jamey explains it: "Bultacos usually lose to always competitive Ossas."

The exception to the usually came in the 250cc Am/Ex. class where Bultaco mounted Doug Mason is ruler of the roost. In this race Ossa mounted Jamey settled for third against not just Doug but wailin' Tom Stanford, also Bultaco mounted, who led Doug longer than anyone else.

The Stanford brothers all had a piece of the action with Terry taking the 250cc Novice II and brother Toby trading his Bul for a 100cc Kaw. and turning a faster time than his brothers as he won the 100cc Novice I go. Steve Robb and Lee Petersen were second and third.

Bill Lail, another one who keeps landing in the winner's circle, took the first Division of 250cc Novices. Roland Woodworth, a new face, took second over regular Norm Blake.

Eric Arras came back after a long dry spell to take the 100cc II go very decisively. Cliff Brown and Steve Pergin rounded out the field.

Rex Hailey is getting closer to a Perris Amateur rating as he came through for three straight and the win in the third 100cc Novice class. Dan Johnson didn't follow in brother's footsteps and held it together for the second spot. Little Steve Sisco who has been trying so hard, so long, came out sporting Gene Romero white leathers and started riding like him to take the third spot and a place in the result column.

B.J. Hayden can start looking at that Amateur rating as he continues to pile up wins in the 125cc Novice class.

MIke DuBont, riding a 100cc Kawasaki with a handicap start, waded through traffic to come up with the win in the second 125cc go. Jack Harter and Don Smith Jr. were second and third.

Jack McCafferty got the word that he has to ride with the big boys after winning four in a row in the Novice moto. From now on the dueling will be turned over to Walt Foster and Gary Cowden who gave Jack his biggest headaches.

Bob Greenstreet put it to them in the Amateur moto and had no trouble taking the win over Bruce Prior and Ken Miller, H-D teammates.

Robert Friese and Bobby Greenstreet took the mini-bike wins with Ricky Hart, Mike Jacobs and Wayne Long taking the three divisions of mini-cycles.

Perris is now running Wednesday nights and silencers are required.

(Results on page 28)

Holcomb Starts Can-Am Series

By John Grout

VALENCIA, CAL., June 26, 1971 – Bryar Holcomb, who was competing in the first leg of today's Can-Am Series at Indian Dunes Park, gave support to the fact that he was a rider waiting for the right time and right place to explode.

After winning three straight heats for the Open Senior clan and turning back Greg Johnson (Hus), Jeff Little (AJS) and Terry Bilton (Mai), Holcomb had his hands full during the 250 races.

Always a strong field of entrants at the Dunes, today's gang in the 250 Senior grand was absolutely fierce and after the results of the first moto had been posted, Bryar finally learned who it was that had been out in front creating all of the dust: Dave Rodgers astride a Bultaco.

When the second heat had roared from the line, a sliding Steve Scott had his Bultaco at the front end for the better part of one lap. But as the riders zipped around the sand-banked turn toward the pit area, Scott lost his traction and the blazing cycle slid on its side to the far end of the track. Holcomb grabbed the lead with Rodgers chewing up the ground right behind the Maico-mounted leader.

Time and again, Rodgers would get a wheel stuck below the leader but on each occasion Holcomb would close the door quite tightly.

In the third 250 moto, the two Colorado riders James Wicks (Mai) and Gary Myers (Hus) led the pack all the way to the finish. Holcomb was third and walked away with the day's overall victory.

During the initial heat of the 125 Seniors, young Ken Zahrt, taking only his third ride as an Expert, put his Bultaco into an immediate lead over John Rice (Puc), Rodgers and Scott Hoffee, who is also on a Bultaco. However, when the first lap had been completed, Rice was rolling along at the front end.

Fifteen-year-old Zahrt, while displaying little respect for the elder talent which was leading him, kept charging right back for the better part of three laps. Then, on the fifth circle of the course, Rodgers got serious.

After locating a jump along the back straight that was perfect for an awesome for of flying, Rodgers brought the crowd to its feet with spectacular mid-air leaps. Each time the Simi Bultaco racer would take the jump he was 10 feet above soil level.

Then, with one lap to go, Rice still held the lead but Rodgers had moved into second ahead of Hoffee. As the riders poured into the fast sand-sweeper, Rice and Rodgers were side by side and the race to the checkered was in progress. At the wire, Rodgers was on top, a feat which he was to duplicate during the second moto of this crew, enough to assure him the overall win.

Shaw Sweeps SRA

By Sportphoto

BAKERSFIELD, CAL., June 23, 1971 – 'Lightning Larry' Shaw picked up the big bucks of the evening tonight, grabbing an immediate lead in the Scratch Main and holding off a determined 'Wild Bill' Cody. With a clear track ahead, however, Shaw was picking his lines through the turns and using enough track to keep Bill at bay through the checkered, in front of 'Big Mike' Konle and Sonny Nutter.

Dave Gifford and Jim Gresham fought hammer and tongs for all four laps in the Scratch Consolation, riding close enough to be covered with a very small blanket from start to finish. Dave just squeezed out the win ahead of Jim, who was followed by Mike Bast and Les Chankey who pulled into the infield with a dead engine. Dick Cochran just beat back Bill Gray in the crash-bang Second Division Main, followed by Bob Hardison, Kurt Lewis, Larry Hardison and Scott Sivadge. 'Little Les' Chankey had problems in the Scratch Consolation, but had the Feature Match Race to comfort himself with, moving past Don Cullum in the second turn and on to the win.

Larry Moon used his growing ten-yard handicap to full advantage in the Handicap Main, leading from wire to wire and holding off the determined charges of Gresham and Cody. Larry had a perfect record for the evening, winning his heat, semi and the main. It's hard for him to do much better than winning every event he rode.

(Results on page 28)

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WINS!

June 5 Petaluma, California TT Scrambles
1st 175cc Novice MARK DUNAWAY RICKMAN Micro 125 Metisse

June 11 Vallejo, California TT Scrambles
1st 175cc Novice GEORGE KALAMARAS RICKMAN Micro 125 Metisse

June 12 Santa Rosa, California Amateur Short Track
1st 175cc Novice MARK DUNAWAY RICKMAN Micro 125 Metisse

June 12 Indian Dunes, California A.C.E. Moto-Cross – Junior Day
1st 100cc Junior R. STEPHENSON RICKMAN Micro 100 Metisse
1st Open Junior TOM SIMPSON RICKMAN / Weslake 500 Metisse

June 13 Lehi, Utah Moto-Cross
1st 125cc Novice J. D. McNEIL RICKMAN Micro 125 Metisse

June 15 State College, Pennsylvania Moto-Cross
1st 250cc Amateur BOB TEEL RICKMAN 250 MX

June 17 Ascot Park, California CMC Nite Moto-Cross
1st 125cc Senior JEFF WRIGHT RICKMAN Micro 125 Metisse
1st 250cc Senior GLEN LUND RICKMAN 250 MX
1st 500cc Junior TOM SIMPSON RICKMAN / Weslake 500 Metisse

June 19-20 Mammouth Mountain, California Moto-Cross
1st 125cc Junior DANNY LaPORTE RICKMAN Micro 125 Metisse
1st 250cc Senior MARTY TRIPES RICKMAN 250 MX

June 20 Carlsbad Raceway, California ACA Moto-Cross
1st 250cc Senior GLEN LUND RICKMAN 250 MX

June 20 Indian Dunes, California Moto-Cross
1st 250cc Jr. Div. A TRACY OSWELL RICKMAN 250 MX

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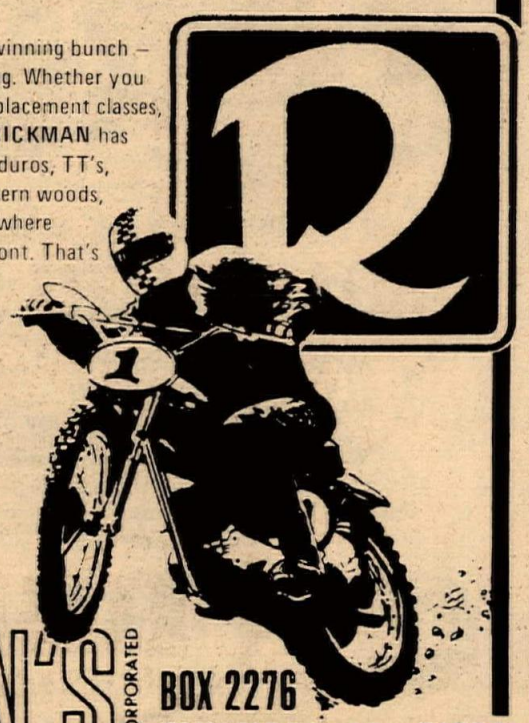

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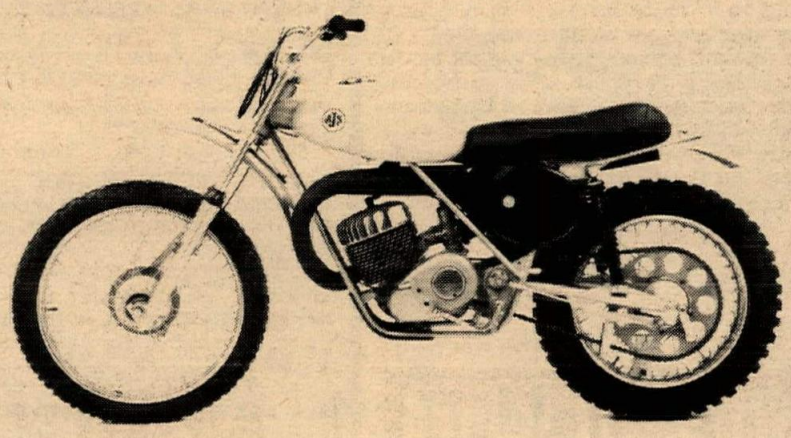

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ENDURO ESSENTIALS

Part II: Setting Up to Finish

By Ron Schneiders

Somebody once said that if an enduro was run only on freeways, 40% of the riders wouldn't finish 100 miles. Regretably, that is quite true. On the recent Greenhorn enduro, a 500 mile championship event, at least two riders were pushing their bikes before we got out of Duarte where the run was started! They had failed on city streets. There are two contributing factors to this high mortality rate. One is poor machine quality and the other is poor preparation. If your machine is unequal to the task, there is nothing to be done except to get another one, but don't be too quick to decide that it's the machine. Look at the finishing list of any cross-country event and you will see machines of almost every manufacture. Most any bike, even the most miserable, can be made reliable with enough effort and cash, but most times it's not worth the effort unless you're being paid to win.

Look relistically at your bike. If metal parts break often, that's the machine's fault. If parts fall off, or the engine quits or the spark or carburetion fails, that usually is your fault. If it's the bike, sell it and buy something better. If you have one of those super high performance jobs with a 17:1 compression ratio and 11 ports that takes 40 minutes to start on a warm sunny day, save it for drag racing and get another bike for enduros. It's just too much trouble to make it realiable and "easy to live with."

There are several hundred screws, nuts and other fastenings on your motorcycle. Not more than half a dozen at most are unnecessary. When a nut comes off, the piece that it held won't be far behind. Quite clearly, every fastening must be properly secured. Notice that I didn't say tightened. Some things should be tight, others shouldn't; but nothing should fall off. Locktite is your best friend for this job. Every time your remove a nut, put a little drop of Locktite on the threads before you put it back. Make it automatic. But at the same time use your head. Some nuts are better safety wired, or secured with a cotter key through both the nut and the screw. Three-M's yellow weather stripping cement has been a long-time favorite for securing nuts. It will prevent them from coming completely off but not from coming loose. Locktite is better and besides, the 3-M stuff is almost impossible to remove.

If your regard your bike as a combination of systems, you will be able to prepare it much more quickly and efficiently. The first system to receive attention is the engine/gearbox unit. This doesn't take much normally. Check that the transmission is filled and all the nuts and screws are secure. Make sure the gearshift lever is secure and not damaged. Of course you must periodically decarbonize and replace the rings.

Next is the electrical system. First make sure everything is functioning properly and adjusted. Don't forget the lights, if the event requires them. Set the points and replace both them and the condensor periodically. Don't wait until they fail. If you're really serious, build in a spare electrical system that you can activate with a switch. Next waterproof. I can't tell you how to do this because every bike is different. Some are almost waterproof as they are sold; others can't ever seem to be made really waterproof. The most vulnerable spots are the points and the sparkplug. A tight fitting rubber *Sparkie* is a must on the spark plug. Don't take any substitutes. They're cheap and they work. The points must be protected at all costs. Use Silicon-Seal bathtub caulking around the cover and screw holes and wherever else water can get in. When you get all finished, see if you can drown out the electrical system with a garden hose. If you can, dry it out and start over.

Next do the carburetor and air cleaner. If you ride wet enduros, the carburetor must be just as invulnerable as the electrical system. Foam elements in air cleaners, such as Filtron, are very effective against dust, but useless against water. They must be enclosed in some sort of box with an air intake high up under the seat or gas tank. Some sort of naughayde shield around the carburetor is a good idea, but make sure you can get into it in a reasonable length of time. Don't plug the vent holes in the carburetor unless you're sure it won't hurt anything. There's a vent on the side of the Bing carb that does let water in, but the engine won't run well if you plug it. The one under the intake manifold can be safely plugged. Use silicon seal, to make sure no water can enter from the top of the carburetor.

The exhaust system is just as important as the intake, but is more often neglected. An exhaust pipe that fails can cause burnt valves in a four stroke engine and can make a two-stroker fail to run at all. The first step is to make sure the pipe or expansion chamber is fastened properly. If there is a flange at the head secured by studs and nuts, safety wire is a good idea. The heat makes Locktite and 3-M somewhat chancy. Be sure the expansion chamber is decarbonized or replaced once in a while. (The latter is better; Expansion chambers have a limited life expectancy anyway due to heat and vibration.) The expansion chamber is a very vulnerable item. On most bikes it is the part most likely to be damaged in the inevitable spill. For my money, a low pipe has no business on an enduro bike, some guys insist on running low pipes for a variety of reasons. If you must, figure out a good way to protect it. Welding a piece of angle iron to the bottom of the pipe is one solution but it reduces the ground clearance (which is probably already inadequate) even further. A skid plate that is really adequate is usually very hard to make. Nevertheless, something must be done or the first log or big rock will put you out of business.

Most enduros require a silencer or muffler. It's best to fit one, tune your bike for it and leave it in place permanently. The jetting on most bikes must be changed to accommodate a silencer so don't switch back and forth. If you use a silencer with some sort of glass pack, the glass must be replaced periodically, along with the mesh that holds it in place.

The suspension system doesn't require much periodic maintenance but careful inspection is a must. For maintenance, make sure the oil in forks is sufficient, and the seals are in good shape. Beyond that, though, every piece of the suspension system must be examined very carefully before every run. The suspension takes a ferocious pounding, particularly in southern California desert riding. Look for damaged bearings in the steering head, for bent shock absorber rods, for sacked springs, for tweaked fork tubes, or twisted swing arms and especially for hairline metal-fatigue fractures. These are not uncommong ailments; all but the tweaked swing arms and forks have occurred on my own bike which is less than one year old.

When you have completed the suspension, go after the wheels and brakes. First are the bearings. If they're not the sealed type, make sure they're greased periodically, and quite often if you ride in water. Check all the spokes and wire them together so that if one breaks, it will stay in place and not damage anything else. Naturally, if there are dings in the rims, they should be banged out. As you tighten spokes, the threaded end might protrude and damage the tube. Check the inside of the rim and grind off the end of the spokes if necessary. For my money there is no substitute for rim locks. It's true, they do make it harder to change a flat, but they enable you to finish the run with a flat if the distance isn't too great, or to get into the noon check. Nothing else will allow you to ride on a flat for any distance. Period. Tires aren't that expensive; don't run them until they look like drag slicks. The less thread there is, the better your chance of getting a flat. Use good quality tires and tube. Tires are an individual matter because of variations of tread design and intended use. In my experience Metzler tubes are best, followed by English Dunlops.

The drive system consists of the sprockets, chain and shock absorber cushion (if any). My system of chain maintenance is to run the chain 500 miles and oil it with some kind of foamy lubricant whenever possible. At the end of 500 miles, I replace it. Occasionally I replace it more often if the enduro is really severe. (Snow, for instance, seems to annihilate chains.) At this rate it cost about $1.25 per run for chains which is really pretty cheap. Sprockets don't require much attention but the bolts holding them in place do. Use every means at your disposal to keep them from coming loose. It's a very common problem on many types of bikes.

Moving upwards, to the front of the bike, check all the controls and their associated cables. Control levers should be the unbreakable alloy types and the pivot points should be protected from dirt and water by leather or naughadyde shrouds. I've found that the molybdenum disulfide lubricants work well on cables. For insurance, tape an extra cable to the one being used. Then if one breaks, it's easy to fix in minimum time. Check the handlebars for cracks. You'd be surprised how often handlebars break.

Just a few more items and you're through. The seat is one item that quite often fails with little warning because the owner forgot to check for vibration cracks on the underneath part. And it can put you out of a run. Vibration cracks are also a problem on fender and gas tank mounts. To stop a crack from proceding, drill a small hole at the head of the crack. To prevent cracks, rubber mount things that are subject to vibration. If you put rubber mud flaps on your fenders, you'll ride mud runs in a lot more comfort.

Naturally, you must check your instruments, your speedometer and clock. These two items are quite often the most troublesome on the bike. They are subject to damage from both shock and vibration. The best way to mount them seems to be a metal ring with a loose network of rubber holding the speedo or clock. Speedometer cables always break in the middle of the run in which you're doing the best you've ever done in your life. Be prepared; carry a spare inner cable.

The only thing we haven't checked is the frame. It usually doesn't require any maintenance but it does require a good once over for cracks and breaks. Don't skip this one. It could be very painful if something lets go while you're making up time at 60 per.

(Please turn to page 30)

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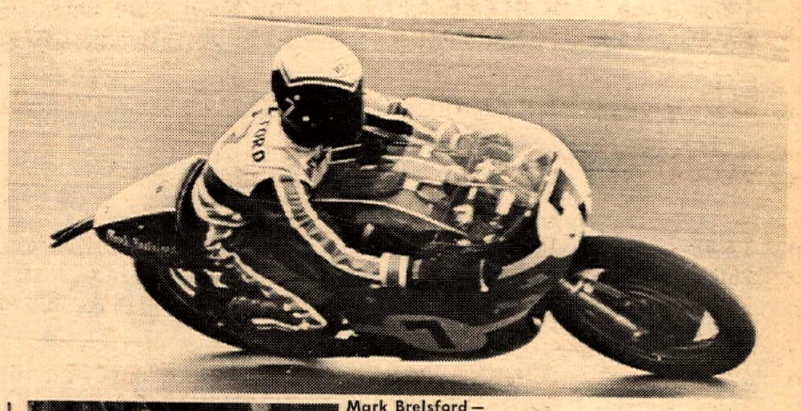
Mark Brelsford — Winner — Loudon 100 Mile AMA Road Race

Macolm Smith — Winner — Baja 500 Motorcycle Class

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WHY? IN THE ATTEMPT TO SHOW THAT THE "DIRT RIDER" CARES. PROMOTER CHUCK FERGUSON, IN CO-OPERATION WITH INDIAN DUNES AND THE ROUGH RIDERS CYCLE PARKS, OFFERS THE FIRST ANNUAL

WHAT?

TRI-AM ★★★★★★

BENEFIT SERIES

100% TROPHYS TO QUALIFIERS
100% CONSOLATION PRIZES TO ENTRANTS

$15,000 IN TROPHIES

INCLUDING
$2,500
CASH PURSE TO SENIORS GUARANTEED

GIFT CERTIFICATES, PRIZES, CONTINGENCIES, ETC.
PLUS 4 - SUZUKI 400 CYCLONES + 1 ADDITIONAL SUZUKI

COMPANIES, MERCHANTS, DEALERS, MANUFACTURERS AND INTERESTED PERSONS DESIRING TO ASSIST BY OFFERING CASH DONATIONS OR CONTINGENCY CONTRIBUTIONS MAY CALL OR WRITE TO "CHUCK FERGUSON, P.O. BOX 1132, VENTURA, CALIF. 93001 – (805) 643-5858."

WHY? TO FINANCIALLY ASSIST THE "BIG BROTHERS" (FATHERLESS CHILDREN'S ASSOCIATION) OF LOS ANGELES AND VENTURA COUNTY: ALSO TO ESTABLISH A "YOUTH SERVICES TRUST FUND" FOR THE LAW ENFORCEMENT AGENCIES OF VENTURA COUNTY.

WHEN ? **JULY 25th 'INDIAN DUNES' - VALENCIA, CALIF.**

WHERE? **AUGUST 22nd 'THE ROUGH RIDER'**

★★★★★★★★★★★★★
★ ALL JUNIOR DAY ★
★★★★★★★★★★★★★

★★★★★★★★★★★★★
★ JUNIOR-SENIOR ★
★ FINALE ★
★★★★★★★★★★★★★

★ HOW TO QUALIFY ★

JULY 25th 'INDIAN DUNES'
QUALIFYING DAY FOR BEGINNERS AND NOVICES ONLY

AUGUST 22 'ROUGH RIDER'
AWARDS FINALE (FOR JULY 25 QUALIFIERS) AND SENIORS (AMATEURS/EXPERTS AND *SPECIAL "RADIO TEAM" RACE. . .*NO QUALIFICATION FOR SENIORS.

AT THE COMPLETION OF THE JULY 25th EVENT, THE TOP 50 RIDERS IN EACH CLASS/EVENT WILL REPRESENT THE BEGINNER AND NOVICE CLASS IN THE "AWARDS DAY FINALE", ALSO THE NUMBER ONE RIDER IN EACH CLASS/EVENT WILL RIDE IN THE *"RADIO TEAM" RACE SPECIAL.

★ SPECIAL EVENT ★

THE FINAL RACE OF THE DAY WILL BE THE *RADIO TEAM RACE: ONE TEAM WILL BE REPRESENTING LOS ANGELES COUNTY AND WILL BE RIDING FOR RADIO STATION TO BE ANNOUNCED;

THE OTHER TEAM WILL RIDE FOR RADIO STATION TO BE ANNOUNCED AND REPRESENT VENTURA COUNTY. TEAMS WILL INCLUDE QUALIFYING NOVICES AND BEGINNERS PLUS TOP SENIOR RIDERS WHICH WILL BE SELECTED BY INVITATION.

BETWEEN THE 1st AND 2nd SERIES, PUBLICITY WILL INCLUDE RADIO, TELEVISION, MAGAZINE, NEWSPAPER AND OTHER FORMS OF PROMOTIONAL EXPLOITATION (INDIVIDUAL PICTURES IN AWARDS DAY SOURVENIR PROGRAM.) THE TEAMS SELECTED WILL SYMBOLIZE THE THEME OF THIS EVENT IN THAT THEY ARE "RIDING FOR REASON". THEY REFLECT THE SPIRT OF COMPETITION WHICH MAKES THE BENEFIT SERIES POSSIBLE. THE SUPPORTERS OF RIDERS, COUNTIES AND RADIO STATIONS WILL BE UNITED FOR A CAUSE: THE INTEREST AND ENJOYMENT OF COMPETITIVE SPORTS AND SPORTSMANSHIP: ALSO, THE GIVING OF ECONOMIC ASSISTANCE AND MORAL SUPPORT TO SOME EXTREMELY APPRECIATIVE SERVICE ORGANIZATIONS.

CLASSES AND EVENTS

BEGINNER NEVER RACED AND RIDERS HAVING COMPETED IN 5 OR LESS RACE EVENTS (*ANY TYPE – ANYWHERE.)

NOVICE RIDERS HAVING RACED IN 6 or MORE RACE EVENTS AND HOLD A CURRENT AMA, ACA OR CMC NOVICE CARD. * RIDER MUST NOT HOLD A HIGHER RATING IN MENTIONED ORGANIZATIONS OR ANY OTHER SIMILAR ORGANIZATION.

SENIOR RIDER WHO IS RATED ABOVE NOVICE OR CONSIDERED AN AMATEUR, EXPERT OR PROFESSIONAL.

BEGINNER AND NOVICE EVENTS 100cc 125cc 250cc OPEN

* ONLY ONE "cc" EVENT OPEN TO BEGINNER AND NOVICES ' ' ' SENIORS ARE NOT LIMITED TO ONE EVENT.

SENIORS 'AMATEURS-EXPERTS' 125cc 250cc OPEN

★★★ THE PAYOFF ★★★

AT THE CLOSE OF THE FINALE, THE CASH PURSE, TROPHIES AND PRIZES WILL BE PRESENTED: ALL BEGINNERS AND NOVICES WILL RECEIVE QUALIFICATION TROPHIES WITH LARGER TROPHIES GOING TO THE TOP 10 RIDERS PER CLASS/EVENT. . .THE TOP RIDER IN EACH CLASS/EVENTS RECEIVES CELEBRITY TROPHY-GIRL CONGRATULATIONS". ALSO NUMEROUS CONTINGENCIES AND PRIZES WILL BE AWARDED BY DRAWING.

AWARDS

PRESENTED PER EACH CLASS AND EVENT

* NOVICE AND BEGINNEERS TOP 3 AWARDS WILL BE HELD 30 DAYS PENDING RIDER IDENTIFICATION AND STATUS VERIFICATION.

1st PLACE NOVICES

* EACH WINNER RECEIVES A NEW SUZUKI 400 CYCLONE AND AN ADDITIONAL SUZUKI WILL BE GIVEN AWAY BY RIDER ENTRY DRAW.

2nd PLACE NOVICES: $50 GIFT CERTIFICATE AND WRIST WATCH
3rd PLACE NOVICE: $50 GIFT CERTIFICATE
1st PLACE BEGINNER: $25 GIFT CERTIFICATE AND CUSTOM TAILORED MOTO-CROSS LEATHERS BY CAL LEATHER
2nd PLACE BEGINNER: $25 GIFT CERTIFICATE AND A WRIST WATCH
3rd PLACE BEGINNER: $25 GIFT CERTIFICATE

SENIORS

1st $310.00 2nd$205.00 3rd $110.00
4th $75.00 5th $50.00 6th $30.00
7th $25.00 8th $20.00

RACE DAY SCHEDULES

* EACH CLASS WILL COMPLETE ALL MOTOS BEFORE NEXT CLASS STARTS. (EXAMPLE: BEGINNERS UNTIL COMPLETED, NOVICES UNTIL COMPLETED, ETC.)

★ JULY 25 '71

6:00 A.M. TRACK OPENS
8:15 A.M. SIGNUP CLOSES
8:20 A.M. RIDERS MEETING
8:45 A.M. RACES START
BEGINNERS 100-OPEN
NOVICES 100-OPEN

★ AUGUST 22 '71 ★

"SAME TIME SCHEDULE AS ON 25 JULY..
BEGINNERS UNTIL COMPLETED
NOVICES UNTIL COMPLETED
SENIORS UNTIL COMPLETED
*"RADIO TEAM RACE"
**CELEBRITY AWARDS PRESENTATION

COST

TO PROVIDE SUCH TOP QUALITY AWARDS AND TO FURTHER ASSIST THE SERVICE ORGANIZATIONS THE EVENTS WILL BE MADE ON A "PREFERRED MAIL ENTRY" BASIS:

BEGINNERS AND NOVICES ONLY — 25 July
MAIL $10.00 (INCLUDES RIDER GATE ENTRY AND CONSOLATION AWARD)
POST $25.00 ("IF ANY AVAILABLE")

BEGINNERS AND NOVICES — "QUALIFIERS" AUGUST 22, 1971
SPECIAL $2.00 IF PAID IMMEDIATELY AFTER RACES ON 25 JULY
MAIL $3.00 (FOR QUALIFIERS ONLY. . .INCLUDES GATE AND TROPHY)
POST $5.00 " " " " " " "

SENIORS
MAIL $10.00 (AMATEURS, EXPERTS, ETC.) INCLUDES GATE
POST $25.00 " " " " "

TO ENSURE HAVING YOUR NAME IN "AWARDS SOUVENIR PROGRAM", GET MAIL ENTRY IN AS SOON AS POSSIBLE. . . .

FOR INFORMATION CALL (805) 643-5858

ENTRY

USE THIS OFFICIAL ENTRY BLANK OR 'COPY' EXACTLY 'ENTRY COPIES IN CYCLE NEWS"

CIRCLE AS NECESSARY
BEGINNER NOVICE
SENIOR EXPERT
100___125___250___OPEN_

NAME: _____ ADDRESS _____
CITY: _____ PHONE: (_____)_____ AGE___
MAKE OF CYCLE: _____ "CC"_____ SPONSOR _____
NUMBER: _____

* IF YOU DON'T HAVE AN ISSUED NUMBER, WRITE "PIE PLATE" IN BOX AND PICK UP YOUR NUMBER AT TRACK ON RACE DAY. BRING YOUR OWN PLATES, WHITE PLASTIC PREFERRED. + READ CLASS EXPANATION CAREFULLY. . .INCORRECT ENTRY WILL RESULT IN DISQUALIFICATION.

MAIL CHECK OR MONEY ORDER**PAYABLE TO "TRI-AM" AND SEND $10.00 TO: "TRI-AM", P.O. BOX 1132, VENTURA, 93001. NOV/BEG. DEADLINE 16 JULY 71 and 14 AUGUST 71. SENIORS DEADLINE 14 AUGUST 71. INFORMATION: PHONE (805) 643-5858.

INCOMPLETE REGISTRATION VOIDS ENTRY

THE UNDERSIGNED ENTRANT ACKNOWLEDGES THAT THEY ASSUME ALL RISK OF ANY LOSS FROM INJURY OR PROPERTY DAMAGE TO HIMSELF OR TO OTHERS, DUE TO ATTENDANCE AND PARTICIPATION IN THIS EVENT AND SPECIFICALLY HOLDS HARMLESS FROM ANY SAID LOSS INDIAN DUNES AND ROUGH RIDERS PARKS, SPONSORING CLUBS' PERSONS OR ORGANIZATIONS AND OWNERS OF REAL PROPERTY ON WHICH SAID EVENT SHALL TAKE PLACE.
IF ENTRANT IS UNDER 21, PARENT OR GUARDIAN MUST SIGN ENTRY AND IN DOING SO, ACKNOWEDGES CONSENT TO TERMS OF ENTRY.
SIGNATURE OF ENTRANT: _____
PARENT OR GUARDIAN
IF UNDER 21 _____

DO NOT WRITE IN THIS SPACE; OFFICIAL USE ONLY.

(Continued from page 2)

THURSDAY, JULY 8

CMC MX, Ascot Park, Gardena, Ca. $5 post, Night. 213/323-9710.

ST, TT SCRAMBLES, Arena Park Rcwy, Lubbock, Tex. 8 pm. Hi–plains Racing Assn. 5304 48th, Lubbock, Tex. 79404.

TT/FT, Trojan Spdwy, South Gate, Ca. Night. 213/862-0229.

FRIDAY, JULY 9

½-MILE, Ascot Park, Gardena, Ca. Night. 213/323-9710.

SPEEDWAY, Orange Co. Frgnds, Costa Mesa, Ca. 8:15 pm. Adults $2.50, hi-teens $.50. $1.50, tykes 50 cents. 213/793-3927.

SPORT SCRAMBLES, American Cyn., Vallejo (Ca.) Spdwy, 8 pm. $2 ride/watch. 'C' trac. 707/644-0741.

MOVIES, Trophy Cycles. "Spotlight on Speed" Take Hwy 101, W. on San Antonio Way, Mt. View, Ca. 7:30 pm.

CLASS A ST, Cal Expo, Sacramento, Ca. 8:15 pm.

TT, Blue Barons. Graham Spdway, near Tacoma, Wash. $3000 purse. 1315 S. 41st, Tacoma, Wash. 98408. 206/GR 2-2402.

SATURDAY, JULY 10

MINI, SCMBA. Trojan Spdwy, South Gate, Ca. Noon. $3 post, $1 gate. 11 classes. 213/862-0229.

TT, Elsinore Race Track, Elsinore, Ca. 7:30 pm. Off Hwy. 71.

SPORT ST, Valley Cycleland Spdwy, 14 mi. So. of Chico, Ca. 8:20 pm. $2 ride/watch. 3 plates. 916/324-9302.

PRO TT, Mt. St. Helens. Box 51, Castle Rock, Wash. 98611.

PRO ½-MILE, Corona (Ca.) Raceway. $1200 purse, 8 pm. Free parking. 714/735-1705.

OSTEEN'S Bike Park in POMONA
Now Over 400 Acres

New Hours:
Open every day 8:00-5:30
Admission: $1.50 per motorcycle & Mini Cycle
$1.00 Per Mini Bike
.50 Per person +10% tax.
Release forms required
for info. write 610 Cherry St., Brea, Ca. 92621
Clubs & Promoters note: MX track available, contact: Paul Marshall (714) 529-3578.

RIDE WITH THE BEST
RIDE CMC EVENTS
motocross

July 4th Osteen Park
11th Carlsbad
18th Saddleback Park (Penton Series)
25th Carlsbad (Penton Series)
Aug. 1st Osteen Park
8th Carlsbad
15th – Saddleback Park (Penton Series)
Aug. 22nd – Carlsbad (Penton Series)

$5 mail entry – $10 post entry. Mail entry closes five days before event. C.M.C. license and 3 number plates required. Gates open 7:30 – sign-up closes 9:00 AM – racing starts 10:00 AM. Mail entries to C.M.C., P.O. Box 1402, Costa Mesa, CA 92626.

SWAP MEET, Kern Co. Frgnds, Bakersfield, Ca.

TT SCRAMBLES, Yuba-Sutter. Triple-M Rcwy, Marysville, Ca. 8 pm, $2 ride/watch. 916/673-3703.

SCRAMBLES, Shasta. Happy Valley Rcwy, 11 mi. W. of Anderson, Ca. 8 pm. $2 ride/watch. 916/365-7753, 365-1709.

ENDURO, Prospectors. Limed from Hwy 395 & El Mirage Blvd., Adelanto, Ca. $5 mail (7/5), $7 post. $1 per extra tream member. 1547 W. 219th St., Torrance, Ca. 90501. 213/328-5214.

ALL-JUNIOR MX, ACE. Indian Dunes, Valencia. $5 entry. Box 174, Newhall, Ca. 805/259-8000.

SAT. & SUN., JULY 10 & 11

MINIS, SCMB&KA. Saddleback Park, Ca. National championship races. $5 entry, $7.50 non-members, & $10 post. Box 1455, Huntington Beach, Ca. 92647. 714/548-0269, 646-6025.

SUNDAY, JULY 11

ACE MX, Indian Dunes, Valencia, Ca. $500 purse to Seniors. $5 mail, $7.50 post. Box 174, Newhall, Ca. 805/259-8000.

INTER-AMA MX, Cyclesports Park, Houston, Tex. 250 International, 500 National. $4000 purse.

TT SCRAMBLES, Richmond Ramblers. Vallejo (Ca.) Spdwy. Sign 9 am, race noon. $2 ride/watch. 'C' trac.

MX, Cal-Am. I-80 to Harbor Blvd., No. to Hwy 16, left 3 mi. $4 entry, $2 gate. 11 am. 1325 15th St., Room B, Sacramento, Ca. 95814. 916/446-5059.

AMA NATIONAL ROAD RACE, Seattle International Raceway, Kent, Wash. 100 miles.

HRA MX, 395 Cycle Park, Adelanto, Ca. $5.50 entry, no gate. Niguel series. 10 am. Camping. 714/246-6109.

HRA TT, Huntington Beach (Ca.) Cycle Park on Talbert Ave. $2.25 entry. 10 am. 714/246-6109.

TRIALS, PNTA. McMinnville, Ore. Turkey-rama. Box 131, Weston, Ore. 97886.

CMC MX, Carlsbad (Ca.) Raceway. $5 mail (7/6), $10 post. 10 am. Box 1402, Costa Mesa, Ca. 92626.

MIN ST, MBWWRA, San Jose (Ca.) Frgnds. $2.50 race, $1 watch. Noon. Box AE, Campbell, Ca.

SRA
Suzuki Cyclone Series
European Scrambles
for Beginners & Novices
July 4
Limed from California City. 20% Trophies & finisher pins. Classes for over 35 & under 16. 1st race at 9:00.
Info: (213) 370-8234 or (714) 735-4641

American Cycle Association presents

June 30 – El Toro Speedway Short Track & TT

July 4 – Saddleback Park Motocross

July 7 – El Toro Speedway Short Track & TT

July 14 – El Toro Speedway Short Track & TT

For further info. see calendar or phone ACA office 10-6 M-F
(714) 774-3ACA
NEW RIDERS, THE FIRST TIME OUT ARE NOT CHARGED POST ENTRY

MX, Desert Turtles. Rough Rider Cycle Park, Simi, Ca. $5 mail, $8 post. D-37 pts. Sidehacks. 1209 E. Norwood Pl., Alhambra, Ca. 91801. 213/282-6333.

MX, Imperial Valley. Live Oak Springs, 12 mi. W. of Jacumba, Ca. 9 am. $3 entry. Camping $1.

TT SCRAMBLES, Richmond Ramblers. Vallejo, (Ca.) Spdwy. $2 ride/watch. Noon. 'C' trac.

MX, Arizona Desert Raceways. $5 post, 10 am. 1st place $20. Info: 1408 E. Granada, Phoenix, Ariz. 85006. 602/252-1900.

HARE SCRAMBLES, Desert Foxes. Limed from Lucerne Valley, Ca. 9 am. One loop trail Novs. D-37 pts, finisher pins. 213/773-5820. 338-8989.

CMC-CENTRAL MX, Crabtree Cycle Park, limed from Coalinga, Ca. $5 entry. 3 plates. 9:45 am. Camping.

TUESDAY, JULY 13

JUNIOR-NOVICE RACING, Chris Beck Arena, Santa Rosa, Ca. $600 purse. 408/438-3210.

WEDNESDAY, JULY 14

ACA TT/ST, El Toro (Ca.) Spdwy, I-5 & El Toro Rd. $5 mail (6/28). $10 post. 7:30 pm. 714/774-3222.

SPEEDWAY, SRA. Kern Co. Frgnds, Bakersfield, Ca. 8:30 pm. Free parking, program. 213/793-1558.

THURSDAY, JULY 15

CMC MX, Ascot Park, Gardena, Ca. $5 post. Night. 213/323-9710.

ST/TT SCRAMBLES, Arena Pk. Rcwy, Lubbock, Tex. 8 pm. Hi-Plains Racing Assn. 5304 48th, Lubbock, Tex. 79404.

TT/FT, Trojan Spdwy, South Gate, Calif. Night. 213/862-0229.

PRO TT. Oregon Sidewinders. On Lawnfield Rd., near Clackamas, Ore. 8 pm. 503/659-1022.

FRIDAY, JULY 16

½-MILE, Ascot Park, Gardena, Ca. Night. 213/323-9710.

SPEEDWAY, Orange Co. Frgnds, Costa Mesa, Ca. 8:15 pm. Adults $2.50, keen teens $1.50, kids 50 cents. 213/793-3927.

SPORT SCRAMBLES, American Cyn, Vallejo (Ca.) Spdwy. 8 pm. $2 ride/watch. 'C' Trac. 707/644-0741.

CLASS 'A' ST, Cal Expo, Sacramento, Ca. 8:15 pm.

SATURDAY, JULY 17

MINIS, SCMBA. Trojan Spdwy, South Gate, Ca. Noon. $3 post, $1 gate. 11 classes. 213/862-0229.

ROUGH RIDER CYCLE PARK

July 4 – All Junior Day*
11 – Desert Turtles MX Point Run
18 – MX – $500 cash purse and trophies
25 – Family ride day (no races, just fun)
Aug. 22 – TRI-AM Series Finale
* mail entry
Open daily from 4:30 pm and weekends
5131 Tapo Canyon Road
Simi Valley, Ca. 93063
Mail: P.O. Box 1132, Ventura, Ca. 93001
Info: (805) 643-5858

TT, Elsinore Race Track, Elsinore, Ca. 7:30 pm. Off Hwy 71.

SPORT ST, Valley Cycleland Spdwy, 14 mi. So. of Chico, Ca. 8:20 pm. $2 ride/watch. 3 plates. 916/324-9302.

PRO TT, Mt. St. Helens. Box 51, Castle Rock, Wash. 98611.

PRO ½-MILE, Corona (Ca.) Raceway. $1200 purse, 8 pm. Free parking. 714/735-1705.

TT SCRAMBLES, Sonoma-Marin Co. Frgnds, Ca. 6:30 pm. $2 ride/watch. Silencers. 'C' trac. 707/763-3944, 763-2911.

TT SCRAMBLES, Yuba-Sutter. Triple-M Rcwy, Marysville, Ca. $2 ride/watch. 8 pm. 916/673-3703.

JUNIOR MX, ACE. Indian Dunes, Valencia, Ca. $5 entry. 805/259-8000.

SPORTSMAN ST, Sacramento Racing Assn. Folsom (Ca.) Rodeo Grounds. 8 pm. $2 ride/watch. 'C' trac. Silencers. 916/481-6560.

SWAP MEET, Fresno District Frgnds, Fresno, Ca.

AMA NATIONAL TT, Castle Rock Fairgrounds, Castle Rock, Wash. 30 laps.

SAT. & SUN., JULY 17 & 18

TOUR, Stockton. Hoot Owl Run. $5 mail (7/6), $7 post. Box 1843, Stockton, CA 95201. 209/463-7283.

SUNDAY, JULY 18

ACA MX, Carlsbad (Ca.) Raceway. $6 mail (7/16) $10 post, $2.50 gate. $1 per extra class/machine 10:30 am. 714/774-3332.

ACA ROAD RACE, Carlsbad (Ca.) Raceway. $8 mail (7/16), $15 post, $2.50 gate. $1 extra class/machine. 10:30 am. 714/774-3332.

CMC MX, Saddleback Park, Irvine, Ca. $5 mail (7/13), $10 post. Penton Series. Box 1402, Costa Mesa, CA 92626.

MINIS, MBWWBA, San Jose (Ca.) Frgnds. $2.50 race, $1 watch. Noon. Box AE, Campbell, Ca.

MX, Deadman's Point, Apple Valley, Ca. 10 am. $2 post, $2.50 non-members, $2 gate. 714/247-7473 eves.

MINIS, AMRA. Indian Dunes, Valencia, Ca. $2.50 post, $3 non-members. 10 am. 805/259-8000.

MX, Coyote Rcwy, 2 mi. S. of Taos, N.M. on Hwy 64. Noon. $500 purse. Camping. 505/758-2117.

TT, MILE HIGH. Slaughterhouse Gulch Rcwy, Presscott, Ariz. Noon. $2.50 bike, $1 gate. 602/445-0022, 445-0315.

ACE MX, Indian Dunes, Valencia, Ca. Can-Am Series. $5 mail, $7.50 post. $500 purse. 805/259-8000.

JUNIOR-NOVICE RACES, Fair Grounds Spdwy, Merced, Ca. $600 purse. 408/438-3210.

MX, Sprockets. Sprockets MX Trac, 143rd St. S.E., – 63 St. S., Wichita, Ks. $2 entry, $1 gate. 316/683-6845.

SMITH CONTINUES ACA TT/ST FEAT

By Rich Hoffman

EL TORO, CAL., June 23, 1971 – Scott Smith continued his domination of TT & S.T. races tonight as he easily won three of the four races that he entered. Only Rob Morrison (Kaw) was able to stay ahead of Smith in the 125 Sr. TT.

In this race, Smith had to settle for second. Ron Taylor (Suz) was third.

Smith's wins came in the 125 Sr. S.T., 250 Sr. S.T. and 250 Sr. TT.

Both 500cc Sr. events were won by Chuck Claydon (Bul). Bob Fraunberger (Bul) was runner up in both races.

In the Junior division, Bruce McDougal (Yam) came out on top of the 125 Jr. TT; Jr. Heemsberger (Kaw) was second. In the other part of the 125 division Bob Butt was the winner with second going to Roger Dobins, also Yamaha mounted.

For the second week in a row Morris Malone (AJS) was the winner of the 250 Jr. TT. Morris who is primarily a moto-x rider, rides a moto-x setup Ajay on the El Toro TT track.

John Calicchio (Yam) made it two weeks in succession by winning the 500 Jr. ST over Don Williams and Don Fraunberger who finished second and third respectively.

Although there were no serious accidents this week, Stan Rogers (Kaw) came off super hard in the 250cc ST Main, but was able to get off under his own power with a little help from his friends.

(Results on page 28)

New Stuff & Things For Cycles

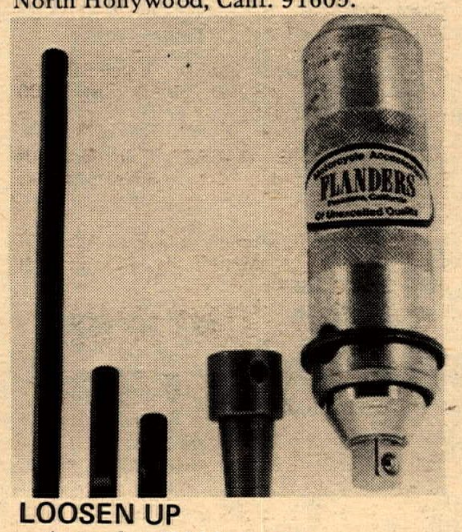
KEEP IT TIGHT

Venolia is the only motorcycle piston to travel a quarter-mile in less than nine seconds. If they're good enough for Joe Smith, they ought to be good enough for you. These forged babies are good for the street or track and are available in all sizes, 2- or 4-stroke. For a complete catalogue, send a buck to Venolia, 2160 Cherry Industrial Circle, Long Beach, Calif., 90805.

HEX ON YOUR HEX?

How many times have you torqued that Allen screw with a wrench that turns out to be a size too small? Rapid

will get you out of the jam with their new Easyout kit. Model T-240 comes in a pouch, complete with a handle and four bits to handle most hex screws and costs $9.95. Other size kits are available from Rapid Tool Co., 11754 Vose St., North Hollywood, Calif. 91605.



LOOSEN UP

A good, solid blow with a hammer is the last thing you need when you're taking your bike apart, unless you've got an impact wrench under it. Flander's new Hammer Pak comes with two No. 3 Phillips bits and a slotted one. Extra bits are available. Part number 690K goes for a penny less than $11. Send a dollar for a catalogue and big sticker to Flanders Co., Dept. CN, Box 2279D, Pasadena, Calif. 91105.

LIGHTEN UP

Ever since you bought your kid a Mini-Enduro, he hasn't stopped jabbering about all the race-tuning that has to be done, right? Well, every ounce counts, so get the tyke a set of K & N's plastic, weather-proof, strong, durable, bolt-on simulated black vinyl, lightweight, matched fenders for $12.95. Box 1329, Riverside, CA 92502.

MALCOMB LIKES IT

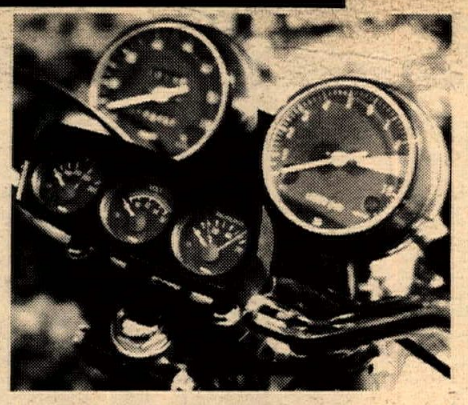
Jeeco Lubricants had Malcomb Smith test Grapha Plate chain lube at the Mint 400 and the recent Baja 500. After finishing second and first respectively, Malcomb surmised, "There's nothing else like it." Since he had no chain problems, we can assume that means he likes it. The dry lube eliminates dirt and dust pick-up, keeping those precious links sano and un-stretched, and comes in 6- or 16-ounce pin-point spray containers. Jeeco's general offices are at 113 N. Citrus, West Covina, Ca. 91722.

SCOOT SUIT

If peggars and shirt-jacs no longer do the trick, get a Belstaff Trailmaster suit. It's waterproof, fungus-proof, and resists the bramble that usually coats your corduroys. It also features refinements such as lining, reinforcement, lots of pockets, and a foxy velvet collar. Trailmaster two-piece riding suits retail at $58 and are distributed by Hap Jones of San Francisco.

EAGLE'S BACK!

Galaxy Wholesale bought the rights to the American Eagle and Sprite lines for marketing in the good ol' U.S. Top of the line is the 46 hp 405 TMXR, which comes stock with two gas tanks. They say it'll give Huskies, Maicos, and the rest a bad time in the desert this year, so keep on the lookout. If you want some more info, write to them at 12845 Main St., Garden Grove, Calif.



THREE FOR THE FOUR

Honda Four owners have to be the most catered-to group in the history of motorcycling. The Burroughs Gauge Set by Cycle Dynamics fits cozily on the handlebars and features an oil pressure gauge, an oil temperature gauge, and voltmeter. The excellent VDO components come in a sharp-looking crinkle-finish plastic case and are rubber-mounted. $76.95, illuminated.

PLAY HOOKER

You remember all the Friday-night dudes that would cruise the 'vard in their rumbly V-8s with dual quads, a high-lift cam, and lots of status-symbol decals? "Hooker Headers" was a popular one because of their reputation on the drag strip. Years of experience have gone into their new line of exhaust tuners, which feature an exclusive hydroformed turner valve and a tuned muffler core that cuts down noise appreciably. Find out more about the expansion chamber with a heart, including comprehensive dyno charts, by writing Box 1008, Ontario, CA 91761.

Motorcycle Riders,
KEEP YOUR DESERT CLEAN & QUIET
Public service message paid for by the MIC

TRIPLE HEADER!
Short-Track
TT Steeplechase
Fireworks

FRIDAY
July 2nd
$3.50
Junction Harbor/San Diego Fwys
on 186th & Vermont, Gardena.
Info: 321-1610 or 531-0479
Trippe/Cox promotion
AMA
Sanctioned
ASCOT PARK
Gardena
8.30pm

John Maynard Insurance
says
"Hey Mr. Dealer"
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RESULTS

TT SCRAMBLES
Willow Creek, Calif.
June 5, 1971
By James Shipley

100cc NOV. A MAIN
Lawrence Sorenson Kaw
John Smith Kaw
Ray Dugan —
TROPHY DASH
John Smith Kaw
B MAIN
David Ford Kaw
Larry Fryar —
Ray Olsen Jr. Kaw
TROPHY DASH
David Ford Kaw
125cc NOV. A MAIN
Ray Crivello Bul
Dennis Axelson Yam
Tim Herman —
TROPHY DASH
Ray Crevello Bul
B MAIN
Jim Johnson
Larry Williams
Craig Fator
TROPHY DASH
Larry Williams
126-200 NOV. MAIN
Don Dankin
Robert Collins
John Lima
TROPHY DASH
Robert Collins
200 AM' A MAIN
Brian Hughes
Dale Ruth
David Reed
TROPHY DASH
Brian Hughes
B MAIN
Tom Jones —
Pat Richter A-E
Gary Ceragioh —
TROPHY DASH
Pat Richter A-E
C MAIN
Jim Seeber Bul
Ron Matson —
Dan Manning —
TROPHY DASH
Dan Manning
250cc NOV. A MINA
MIke Thrash Mon
Don Daniken —
Roger Robison Bul
TROPHY DASH
Mike Thrash Mon
B MAIN
Ronald Chesnex
Bill Zirkle
Jim Morrison Bul
TROPHY DASH
Bill Zirkle
C MAIN
Carl Ballew Mon
Don Streetman —
Waune Adams —
TROPHY DASH
Carl Ballew Mon
250 AM. A MAIN
John Frey Bul
Clarence Oliver Mon
Dale Ruth —
TROPHY DASH
John Soy
B MAIN
Mike Benson Bul
Alan Thompson Bul
Jay Stradley Oss
TROPHY DASH
Jay Stradley Oss
250cc EX. MAIN
John Soy —
Ray Beck Kaw
Dennis Palmer —
250cc-40cc NOV. MAIN
Jack Wilson Suz
Joey Check —
Floyd Cleman —
TROPHY DASH
Jack Wilson Suz
650cc NOVICE MAIN
Jim Morrison Tri
Roger Robinson Tri
Paul Alleson —
TROPHY DASH
Paul Alleson
350cc OPEN AM. MAIN
Clarence Oliver Mon
David Cherry Tri
John Morrison Tri
TROPHY DASH
Marion Matlock Mai
650cc EX. MAIN
Harvey Crews Tri
Bruce Riley —
Phil Ray Tri
TROPHY DASH
Harvey Crews Tri

SHORT TRACK
Folsom, Calif.
June 19, 1971
By S. J. Rooney

125 NOVICE
Don Bonacchi Bul
Steve DeVault Kaw
Pen Parks Yam
125 AMATEUR
Terry Henry Hon
Jim Vendley Bul
Paul Minor Sr. Hon
200 NOVICE
Bob Dusell Bul
Paul Reid Bul
Rick Carter Hon
200-250 AMATEUR
Ron Blackman Bul
Doug Barrett BSA
Dave Haughs Bul
250 NOVICE
Jean McFarland H-D
Jeff Seirck Tri
Monte Gibson Bul
200-250 EXPERT
Steve Pestoni Bul
Joe Henry Bul
Paul Minor Jr. Bul

MOTOCROSS
Bay Mare Cycle Assn.
Somis, Calif.
June 20, 1971
By Sandy Cooke

0-125 NOV.
Brett Chapman Yam
John Steeber Yam
Claude Harris Jr. DKW
0-125 AM/EX.
Larry Watkins DKW
Joe Veillon Puc
Linus Beall Yam
126-250 AM/EX.
Keith Tennis Mai
Tony Rogers Mai
Sherman Andrews Hus
126-250 NOV.
Tom Slagle CZ
Randy Barkeley Mai
Don Horarz CZ
OPEN NOV.
Jerry Howard CZ
Nils Hendrix Suz
Ron Haase Mai
OPEN AM/EX.
Terry Bilton Mai
Larry Bird Yam
Jim Harnisch Mai

SCRAMBLES
Orland M.C.
Orland, Calif.
June 20, 1971
By John Noffsinger

100cc
John Munson
Brad Johnson
Wally Murphy
125cc
Mike Wilson
Ray Hubbard
Tom Jones
200cc NOV.
Joe Johnson
Ron McGill
Stewart Phillips
200 JR/EX.
John Hearne
Jim Hubbard
250cc NOV.
Larry Burckenstein
Bill Zirkle
Mike Parkinson
250cc JR.
David Masse
Marty Lewis
Mike Shook
250cc EX.
Jim Crenshaw
Jim Foley
500cc NOV.
David Horri
Dennis Cahoon
Dan Schooling
500cc JR.
Jim Foley
Jim Hubbard
5000cc EX.
Warren Hutchinson
John Sasman
500 OPEN CLASS
Jim Crenshaw
Charlie Stewart
Pat Gourley

MINI-BIKES
SCMBKA
Saddleback Park
Irvine, Calif.
June 13, 1971

AGE 6-8, HP 1-3
Todd Saunders Hon
Keith Eachus Hon
Frank Shader —
AGE 9-11, 1-3 HP
Kelly Sapp Bon
Jim Moore Kaw
Larenda Grove Bon
AGE 12-14, 1-3 HP
Greg Byers Hon
Hourd Kline Jr. Hon
Rick Hendricson Tor
AGE 15 OVER, 1-3 HP
Hurley Roberts Hon
Mike Byers Hon
Terry Daniels Pow
AGE 6-8, 4-6 HP
Joey Hamilton Hon
Shawn Moram Pow
David Lamb Haw
AGE 9-11, 4-6 HP
Ivon Oden Jr. Yam
Steve Lyons Hon
L. Allen Daniels Kaw
AGE 12-14, 4-6 HP
Greg Lersch Haw
Vince Mead Kaw
Larry Gross Hon
AGE 15 OVER, 4-6 HP
Jerry Daniels Y-J
Warren Barr Pow
Mike Byers Hon
AGE 9-11, 7 & Over HP
Jeff Ward Bon
Kelly Moram Pow
Kirk Fishburn Pow
AGE 15-Over, 7 & Over HP
Dave Miller Bon
Mike Byers Hon
Herly Roberts Hon
AGE 6-11, MINI-CYCLE A
Jeff Ward Yam
Mike Wright Hon
Steve Lyons Hon
12 & OVER, MINI-CYCLE A
Bill Snodgrass Ind
Dave Carlson Ind
Mike Perry Yam
OPEN-MINI-CYCLE B
Stu Egli Ste
Dave Carlson Yam
Mark Shader Yam
POWDER PUFF
Larenda Grove
Gayle Byers
Sandra Ziegler
FATHER'S DAY
Stan Gilber Pow

TT SCRAMBLES
Perris, Calif.
June 19, 1971
By Elaine Jones

MINI-BIKE I
Robert Friese Hon
Mike Lynch BSA
Rick Jones Mav
MINI-BIKE II
Bobby Greenstreet Hon
Dorothy Frost Mav
Clint Palkington Hon
MINI-CYCLE I
Ricky Hart Yam
Greg Byers Hon
Lee Peterson Yam
MINI-CYCLE II
MIke Jacobs Yam
Troy Irwin Yam
R.T. Walker Yam
MINI-CYCLE III
Wayne Long Yam
Jerry Meriner Yam
Jim Beck SST
100cc NOV. I
Toby Stanford Kaw
Steve Robb Hon
Lee Petersen Kaw
100cc NOV. II
Eric Arras Hod
Cliff Brown Yam
Steve Pergin Hod
100cc NOV. III
Rex Hailey Bul
Dan Johnson Kaw
Steve Sisco Kaw
125cc NOV. I
B. J. Hayden Yam
John Wetzel Yam
Rick Doyle Bul
125cc NOV. II
Mike DuBont Kaw
Jack Harter Yam
Don Smith Jr. Yam
MIXED MOTO
Jamey Blunt Oss
Gordon Bettencourt Bul
Neil Winston Bul
250cc NOV. I
Bill Lail Yam
Roland Woodworth Oss
Norman Blake Yam
250cc NOV. II
Terry Stanford Bul
Rich Lizardo Bul
Brad Dugan Bul
250cc A/E
Doug Mason Bul
Tom Stanford Bul
Jamey Blunt Oss
NOV. MOTO
Jack McCafferty Suz
Walt Foster Mai
Gary Cowden CZ
AM. MOTO
Bob Greenstreet Tri
Bruce Prior H-D
Ken Miller H-D
EX. MOTO
Tony Denius Yam
Andy Skeel H-D
Harry Hayes Suz

SHORT TRACK
Cycleland Speedway
Chico, Calif.
June 19, 1971
By John Noffsinger

EX. MAIN
Jim Crenshaw Bul
Dave Veffredo Bul
Joe Allen Bul
100 B MAINS
Bill Chilton Kaw
Steve Dietz Yam
Dugan Utz Hod
200 B MAINS
Craig Fator Bul
Gene Mendez Bul
John Alves Bul
250 B MAINS
Bob Ballinger Yam
Bill Zirkle Oss
Butch Renivitch Yam
SCRATCH MAIN
100
John Arseniak Bul
200
Jeff Damon Bul
250
Jim Crenshaw Bul
HANDICAP MAINS
100
John Arseniak Bul
Jim Chadwick Hon
Evan Wipf Hod
Jerry Francis Hon
200
Joe Johnson Bul
Jerry Cummings Yam
Jeff Damon Bul
Steve Ballenger Yam
250
Bob Ballenger Yam
Jim Crenshaw Bul
David Massee Bul
Bill Zirkle Oss

SCRAMBLES
Rainier, Wash.
June 12, 1971
By Rich Yarber

MINI B MAIN (small wheel)
Rod Dunlap Hon
Ron Bone —
A MAIN
Kyle Davis Hon
Mike Thompson —
Micky Dunlap Mir
MINI BIG WHEEL (MX)
Mike Thompson —
Kevin Hornbeck Hon
Brian Irwin Suz
100cc D MAIN
Don Sjoboen Bri
100cc C MAIN
Skeeter Coley Hon
100cc B MAIN
Jeff Strutz —
Tim Tevis Suz
100cc A MAIN
Chuck Anderson Kaw
Mike McClain Kaw
Dave Ferrando Hod
125cc C MAIN
Dean Sukraw Suz
125cc B MAIN
Kip Baker Yam
Rick Myers —
125cc A MAIN
Brad Tibbitts Bul
Buddy Byrd —
Ben Thompson Bul
200cc B MAIN
Larry Copelan Bul
Cub Nelson Yam
200cc A MAIN
Chuck Anderson Bul
Louis Nielsen Bul
Brad Tibbitts —
250cc D MAIN
Carey Taylor Yam
250cc C MAIN
John Redelfs Bul
250cc B MAIN
Doug Looker Yam
Wayne Hembree Hon
250cc A MAIN
Ron Graham Bul
Dave Ferrando Yam
Tom Cram Jr. Mon
OPEN CLASS B MAIN
Lee Baldwin AJS
Tom Johnson Bul
OPEN CLASS A MAIN
Jim Grace BSA
Mike Colyar Bul
Guy Wilson Hon

SCRAMBLES
Madera Brave M.C.
Madera, Calif.
June 19, 1971
By Rene Franklin

100 NOVICE
David Neilson Hod
Dave Russell Hon
100 JR.
Rod Halstead Bri
125 NOVICE
Jack Martin Yam
Steve Baker Yam
Richard Delgado —
125 JR.
Joel Krick Bul
Mike Keith Yam
125 EX.
Curt Lange Yam
175 NOVICE
Billy Roach Oss
Boyd McClain Oss
Jim McAller —
200 NOVICE
John Victorino Yam
Steve Hallingsworth Bul
200 JR.
Jim Roach —
250 NOVICE
Jerry Wayne Yam
Chris Nicholls Oss
James Williams Yam
250 JR.
David Hodges Oss
Dennis Lyons Bul
250 EXPERT
Jim Keener Bul
Mark Muscia Bul
360 NOVICE
Jimmy Dunnigan —
Von Gentry Yam
500 JR.
Bob Rodgers CZ
Jerry Langley Yam
OPEN NOVICE
James Reed —
650 JR.
Henry Conklin —
OPEN EXPERT
Jim McCrocken Tri
Harvey Bakker Mai

TT SCRAMBLES
Redwood Acres
Eureka, Calif.
June 6, 1971
By James Shipley

100cc NOV. A
David Ford Kaw
Lawrence Sorenson Kaw
Ray Dugan —
B MAIN
Brian Hughes
David Reed
TROPHY DASH
John Smith Kaw
125cc NOV. A MAIN
Pat Richter Pen
Bill Lindholm Mon
Ray Crivello Bul
B MAIN
Ray Olsen Jr. Kaw
Dennis Axelson Yam
TROPHY DASH
Ray Crivello Bul
250cc NOV. A MAIN
Ronald Chesney —
Fred Pugh Bul
Dan Daniken —
B MAIN
MIke Thrash Mon
Bill Zirkle —
Dale Hall Jr. —
TROPHY DASH
Ronald Chesney —
FLAT TRACK
Bill Zirkle —
Steve Fike Yam
250cc AM. MAIN
John Fry Bul
Jay Stradley Oss
Mike Benson Bul
TROPHY DASH
Dale Ruth —
FLAT TRACK
MIke Benson Bul
Jim Seeber Bul
Alan Thompson Bul
250cc EX. MAIN
Ray Beck Kaw
John Soy —
TROPHY DASH
Ray Beck Kaw
FLAT TRACK
Ray Beck Kaw
Gary Thompson Bul
250-400 NOV. MAIN
Jack Wilson Bul
Glen Corner Mon
Robert Calbert —
TROPHY DASH
Glen Corner Mon
500cc OPEN NOV.
Al Gragam —
Denny Edwards —
TROPHY DASH
Denny Edwards —
350cc OPEN AM. MAIN
Marion Matlock Mai
David Cherry Tri
TROPHY DASH
David Cherry Tri
350cc OPEN EX.
Gerald Bergquist Tri
Bob Bellino Bul
TROPHY DASH
Gerald Bergquist Tri

MOTOCROSS
Cloverfield Track
Friendswood, Tex.
June 20, 1971
By Johnny Warren

100 JR.
Jim Mast
Cecil Jones
John Kelly
125 JR.
Morris Kiper
Tommy Coker
Jerry Friedrick
250 JR.
Arlin Ingelbretson
Lloyd Tisdale
Dennis Williams
OPEN JR.
Arlin Ingebretson
Tim Kelly
Ray Murski
POWDER PUFF
Cecile Hanna
Jan McDonald
250 INT.
Allan Torregrossa
Don Rainey
MINI-BIKE
Dottie Hanna
Kerry Emmett
Mike Bullock
125 SR.
Kevin Brown
Greg Graham
Michael Rau
250 SR.
Robbie Esterlein
Bob Hanna
Robert Tuggle
OPEN SR.
Steve Hackney
Robi Holbert
Greg Graham

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SPEEDWAY
Orange County Fairgrounds
June 25, 1971
By Mike Capalite

1st DIV'.III MAIN
James Dancouse Jaw
Mark Cherry JAP
Cary Cotterman Jaw
Mike Mesojednik Jaw
Warren Roberts Jaw
Larry Aumock JAP
2nd DIV'. III MAIN
Bruce Baron Jaw
Troy Mckee JAP
Stanley Miller Jaw
Jim Shaw JAP
Donald Green JAP
Mike Payse Jaw
MINI-ENDURO RACE
Jeff Ward Yam
Ivan Oden, Jr. Yam
Dirk Layer Yam
Gene Woods Yam
FEATURE MATCH RACE
Scott Autrey JAP
Greg Haserot Jaw
SCRATCH CONSOL.
Sonny Nutter Jaw
Bruce Haserot Jaw
Scott Autrey JAP
Greg Haserot Jaw
HANDI. CONSOL.
Ruben Benites Jaw
Stu Morley JAP
Mike Bast Jaw
Bill Cody Jaw
Dennis Gildehaus Jaw
John Fishburn Jaw
DIV. II MAIN EVENT
Butch Fishburn Jaw
Scott Sivadge Jaw
Mikey Quade Jaw
Dan Guinn JAP
Bill Arnold JAP
Steve Gresham Jaw
HANDI. MAIN EVENT
Larry Moon JAP
Jim Gresham Jaw
Scott Autrey JAP
Mike Konle Jaw
Greg Haserot Jaw
Sonny Nutter Jaw
SCRATCH MAIN
Bill Cody Jaw
Steve Bast Jaw
Rick Woods Jaw
Mike Bast Jaw

SPEEDWAY
Bakersfield, California
June 23, 1971 (P)
By John Crawford

HANDICAP MAIN
Larry Moon JAP
Jim Gresham Jaw
Bill Cody Jaw
Steve Bast Jaw
Stu Morley JAP
Larry Shaw Jaw
SCRATCH MAIN
Larry Shaw Jaw
Bill Cody Jaw
Mike Konle Jaw
Sonny Nutter Jaw
FEATURE MATCH RACE
Les Chankey Jaw
Don Cullum Jaw
HANDI. CONSOL.
Rick Blake Jaw
Dave Gifford Jaw
Mike Konle Jaw
Rick Woods Jaw
Ed Williams Jaw
Bruce Haserot Jaw
SCRATCH CONSOL.
Dave Gifford Jaw
Jim Gresham Jaw
Mike Bast Jaw
Les Chankey Jaw
2nd DIV. MAIN
Dick Cockran Jaw
Billy Gray Jaw
Bob Hardison Jaw
Kurt Lewis Jaw
Larry Hardison Jaw
Scott Sivadge Jaw

AMA NATIONAL
Half-Mile
Terre Haute, Ind.
June 20, 1971

Dave Sehl, Atlanta, Ga. H-D
Don Castro, Hollister, Calif. Tri
Bart Markel, Flint, Mich. H-D
Jim Rice, Palo Alto, Calif. BSA
Gene Romero, San Luis Obispo, Ca. Tri
John Hateley, Van Nuys, Calif. Tri
Rex Beauchamp, Milford, Mich. H-D
Dick Mann, Richmond, Calif. BSA
Tom Rockwood, Gardena, Calif. Tri
Eddie Mulder, Burbank, Calif. Tri
Ronnie Rall, Mansfield, Ohio Tri
Keith Mashburn, Santa Susana, Ca. Yam
JUNIOR FINAL
Ken Roberts, Redwood, Calif. Yam
Bill Schaeffer, Pine Grove, Pa. BSA
Keith Vlocki, Kenosha, Wisc. H-D
Bob Ely, Kansas City, Mo. BSA
Larry Vetter, Princeton, Ill. BSA
Greg Morse, Putman, Ill. BSA
Neal Blochinger, Pine Grove, Pa. BSA
Jim Zeigler, Bellville, Ohio H-D
Jon Ogilvie, Palo Alto, Calif. Tri
Harold Pugh, Montgomery, Ala. Tri
Dan Berry, Tarpon Springs, Fla. Tri
Gerald Johnson, Temple City, Ca. Tri

TT SCRAMBLES
American Canyon M.C. Club
Vallejo Speedway
Vallejo, California
June 18, 1971
By James Brammer

100 NOVICE FINAL
John Prince Kaw
Fred Poli Kaw
Karl Cleeton
125 NOVICE FINAL
Rick Huggard Suz
Jean McFarland Bul
Mark Yarrow Yam
175 NOVICE FINAL
Bill Rider Hon
Rick Parkinson Kaw
200 NOVICE FINAL
Mike Vestal Bul
Ron Kole Bul
Bruce Young Bul
250 NOVICE FINAL A
Larry Birkhofer Bul
George Keeran Bul
Olen Stilwell Bul
250 NOVICE FINAL B
William Littlejohn Bul
Paul McMakin Bul
Kent Johnson Bul
350 NOVICE FINAL
Bill Souza Hon
Tim O'Brian Bul
Ross Ross Hon
500-650 NOVICE FINAL
Kent Johnson AJS
Jack Bonamarte Tri
240A Yam
125 JR.-EX. FINAL
Larry Drew Bul
Billy Wilson Kaw
Duane Yarrow DKW
200 JUNIOR FINAL
Greig Fambrini Bul
Bill Rainer Bul
Jerry Kole Bul
250 JUNIOR FINAL
Gregg Leopold Yam
Skip Doolittle Bul
Robert Hunt Bul
500-650 JUNIOR FINAL
Gary Newman Tri
Skip Doolittle Mon
Allen Yarrow Bul
250 EXPERT FINAL
John Gennai Bul
Larry Drew Bul
Bill Trumbull Yam
500–650 EXPERT FINAL
John Gennai Bul
Ken Helling Tri
Jim Sailtone Mai
WHEELIE CONTEST
Dave Russell Tri
SECOND WEEK
John Gennai Bul

CMC MOTOCROSS
Ascot Park
Gardena, California
June 23, 1971

100 NOVICE
R. Rean Suz
R. Davis Hod
R. Stephanson Ric
125 JUNIOR
D. Lavnius Mon
F. Garcia Bul
G. Blazek Bul
250 JUNIOR
D. Hohaver Oss
S. Munoz Mon
J. Isitt Hus
500 JUNIOR
B. Hosford Mai
R. Reinhard Mai
B. Bucklin Mai
125 INTER.
K. Zahrt Bul
J. Scotland Yam
J. Riggi Ric
125 SENIOR
J. Wright Ric
M. Garrett Pen
B. Holcomb Pen
250 INTER.
B. Barker Oss
R. Steffler Ric
E. Raits Oss

SCRAMBLES
Alviso, California
June 20, 1971
By Bill Spencer

100 NOVICE
Scott Pearson Suz
Gary Childress Suz
125 NOVICE
Bob Hammon Suz
Daryl Musto Bul
175 NOVICE
Monte Tavares Hon
Dave Butts Bul
200 NOVICE
Bob Marenghi Bul
Steve Moulton Bul
125-200 JUNIOR
Jerry Kole Suz
Ron Kole (tie) Yam
250 NOVICE
Jeff Hlebo Yam
Frank Nye Bul
John Martinez Yam
250 JUNIOR
Randy Searl Bul
Scott Williams Yam
Mike Kenyon Bul
250 EXPERT
Steve Foster Bul
Nick Nazzisi Bul
Rick Hocking Bul
350 NOVICE
Phil DeCann Hon
Dave Butts Bul
350 UNIOR
Harry Claingan Bul
Craig Rogers Kaw
500–650 NOVICE
Conrad Saxelby Tri
Monte Tavares Yam
650 JUNIOR-EXPERT
Bill Landsborough BSA
Bill Flett Tri

HALF-MILE
Corona Raceway
Corona, California
June 26, 1971

15-LAP MAIN
Terry Dorsch Tri
Lloyd Houchings BSA
Nick Theroux
Loyal Penn Tri
Greg Hodges
Harry Dring BSA
Ron Kruseman Tri
Jim Berry Tri
Eddie Wirth Nor
Ron Moore Tri
8–LAP NOVICE MAIN
Scott Brelsford Yam
Steve Nichols Yam
Gary Caldwell Bul

ENGLISH TRIALS
San Diego Trials Riders Assn.
Miramar, California
June 27, 1971 (P)
By Pat & Ron Szilagyi

MASTER
R. Bledsoe Bul
M. Eggar Oss
K. Walker Bul
B. Grove Bul
EXPERT
M. Mariani Gre
J. Goodson Mon
R. Rehkop Oss
J. Sheeham Mon
AM. LIGHTWEIGHT
G. Smith Bul
J. Redenbaugh Bul
E. Norman Oss
R. Graham Bul
L. Eator
E. Mills M Mon
LIGHTWEIGHT
B. Schreiber Bul
J. Adcox Sar
J. Laudeman Bul
J. Armstrong Hod
KIDS
D. Walters Hon
D. Paterson Suz
J. Martin Bul
R. Watson Tri

PROFESSIONAL TT
Oregon Sidewinder
Clackamas, Oregon
June 11, 1971
By N.A. Williams

EXPERT TROPHY DASH
Ed Herrmann Tri
Bill Elder Tri
Ike Reed Tri
Chuck Joyner Tri
EXPERT MAIN
Sonny Burres Tri
Bill Elder Tri
Chuck Joyner Tri
Jimmy Jones Tri
Ed Herrmann Tri
Glen Adams Nor
Jimmie Smith Tri
Ike Reed Tri
Darrel Cotton Tri
Dick Donaca Tri
JR'.TROPHY DASH
Mick McCall Tri
Neal Hulet Tri
Chuck Voss Tri
Mike Hannula Tri
JUNIOR MAIN
Mike McCall Tri
Chuck Voss Tri
Neal Hulet Tri
Jerry Wombert Tri
Charley Sheffel H-D
NOVICE TROPHY DASH
Forest Hiner Bul
Dave Ditter Yam
Dwane LaPore Hon
Bill Lewis Kaw
NOVICE MAIN
Forest Hiner Bul
Dave Ditter Yam
Dwane LaPore Hon
Mike Thompson Yam
Bill Lewis Kaw
David Thompson Yam
Larry Crews
Steve Brose Bul

JUNIOR MOTOCROSS
Osteen's Park
Pomona, California
June 20, 1971

TROPHY WINNERS
100 DIV. I UNDER
5 RACES
R. Johnson Hod
R. Rippy Hod
R. Alderete Hon
100 DIV II
UNDER 5 RACES
Anibal Castro Hod
Brad Lynch Kaw
Paul Strickland Hod
D. Bryant (tie)
125 UNDER 5 RACES
J. Miller Yam
B. Sherill Bul
R. Owens Pen
A. Pontecchi Bul
100-125 OVER 5 RACES
Steve Watts Pen
T. Harne Mon
Paul Kaitz Hon
250 UNDER 5 RACES
B. Ordwey Hus
W. Petros CZ
E. Bach M Mai
B. Arnold Mai
250 OVER 5 RACES
S. Garrafront Bul
T. Hollis Suz
175 UNDER 5 RACES
A. Graham Yam
500 UNDER 5 RACES
Henry Miguel Mai
748 M
500 OVER 5 RACES
J. Trachy CZ

NHRA DRAGS
Beech Bend Raceway
Bowling Green, Ky.
June 19-20, 1971

Ron Fringer H-D
John Neidengard H-D
Ron Teson Hon
Bill Hahn Hon
Ron Teson Hon
James Jefferson

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If you have a trophy (prior to June 20, 1971) '70 or '71, it must be picked up before August 31, 1971 or you forfeit it. Call (213) 780-0051 for additional info.

DIRT DIGGERS (North)
Ellis Robertson, Tujunga, Calif. and Tom Kelsey, Santa Monica, Calif., please contact Bruce Young, 1301 Sheffield Way, Roseville, Ca. 95678 about your trophies.

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*MINI BIKE COURSE
*PLEASURE RIDING COURSE

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TRAIL BIKES	$2.00	TRAIL BIKES	$2.50
MINI BIKES	$1.00	MINI BIKES	$1.50
SPECTATORS	.50	SPECTATORS	$1.00
CARLOAD MAX.	$1.50	CARLOAD MAX.	$2.50
4:30 P.M. TIL SUNSET		8 A.M. TIL SUNDOWN	

All Riders Must Wear Helmets And Shoes
Kids Under 18 Must Have Parents Signature.

July 4th Special
All Junior Day

Circle as necessary
Beginner _____ Novice _____
0-5 races _____ over 5 _____
100cc __ 125cc __ 250cc __ Open __
Number: _____
If no number write "Pie Plate"

2 classes:
Beginner – 0 to 5 races
Novice – raced over 5 races

Special: Post Entry with this coupon $4.00
Post Entry without this coupoon $8.00

Name _____
Address _____ City _____
Make of cycle _____ Phone _____ Age _____

The undersigned entrant acknowledges that they assume all risk of any loss from injury of property damage to himself or to others, due to attendance and participation in this event and specifically holds harmless from any said loss or injury, the sponsoring club or organization and owners of real property on which said event shall take place.

If entrant is under 21, parent or guardian must sign entry and in doing so, acknowledges consent to terms of entry.

Signature of entrant: _____ Parent or guardian: _____ (If under 21)

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Information call (805) 643-5858

CONGRATULATIONS BUD HOWSEMAN ON WINNING THE GREENHORN!

YOU CAN'T KEEP A GOOD Norton DOWN (even an old one)

PRO TT
Castle Rock, Wash.
June 12, 1971
By N.A. Williams

EXPERT TROPHY DASH
Charlie Thielke Tri
EXPERT MAIN
Pat Marcinacci Tri
Ed Herrmann Tri
Jimmie Smith Tri
Glen Adams Nor
Charlie Thielke Tri
Bill Elder Tri
Dick Waller Tri
Emil Ahola Tri
Bill Manley Tri
James Jones Tri
Hugh Fleming Tri
John Bomeley H-D
JUNIOR TD
Tony Perella Nor
JUNIOR MAIN
Tony Perella Nor
Don Lipp Yam
Jerry Waller Tri
Tom Waterson Yam
Chuck Voss Tri
Neal Hulet Tri
Bob Ward Tri
Terry Nieman Tri
NOVICE TD
Jim Einarsson H-D
NOVICE MAIN
Jim Einarsson H-D
Jim Pomeroy Bul
Bill Lewis Kaw
Dave Ditter Yam
Keith Dunn Kaw

SPEEDWAY
Ventura Fairgrounds
Ventura, Calif.
June 22, 1971
By Dennis Greene

JUNIOR MAIN EVENT
Steve Gresham
Mickey Quade
Eric Olesen
Rich Richards
Rod Parsons
Dick Brewer
HANDI CONSOL.
Jim Gresham
Bill Cody
Steve Bast
Larry Shaw
Greg Haserot
John Fishburn
HANDICAP FINAL
Les Chankey
Mike Bast
Jim Nicholson
Rick Woods
Ruben Benites
Stu Morley
SCRATCH CONSOL.
Larry Shaw
Jim Gresham
Bruce Haserot
Dennis Gildehaus
SCRATCH FINAL
Bill Cody
Mick Bast
Mick Konle
Sonny Nutter

INTER-AMA
Indian Dunes Park
Valencia, California
June 27, 1971

250 INTERNATIONAL
Vlastimil Valek CZ
Gunnar Lindstrom Hus
Dave Dickers CZ
Tom Rapp Bul
Jan-Erick Sawllquist Hus
Keit Fransn Hus
Krister Lindblom Hus
Tim Hart Mai
Gary Jones Yam
Bill Silverthorne Hus
Jim O'Neal Ric
500 NATIONAL
Lars Larsson Hus
Doug Grant AJS
Bryar Holcomb Mai
Mark Nohr CZ
Russ Darnell Suz

AMA NATIONAL
Half-Mile
Cherity Newies
Columbus, Ohio
June 27, 1971

20-LAP MAIN
Bart Markel H-D
Don Castro Tri
John Hateley Tri
Ronnie Rall Tri
Jim Rice BSA
Teddy Newton Tri
Royal Sherbet BSA
Larry Palmgren Tri
Dave Aldana BSA
Keith Mashburn Yam
Cal Rayborn H-D
Dave Sehl H-D
JUNIOR MAIN
Gary Scott Tri
Ken Roberts Yam
Frenchy LaBlanc BSA

TT SCRAMBLES
Perris, California
June 23, 1971
By Elaine Jones

MINI-BIKE A
Dottie Frost Mav
Mike Lynch Cat
David Jones Hon
MINI-CYCLE B
Mike Jacobs Yam
Ron Groover Yam
John Guthrie Yam
MINI-CYCLE C
Troy Irwin Yam
Jerry Meiner Yam
100
Mike Moon Yam
Terry Traver Yam
Tad Willis Yam
175-200
Mike Horton Bul
Neil Winston Bul
31
OPEN CLASS
Walt Foster Mai
Jack McCafferty Suz
Hal Cheetwood Bul
Chris Smith Mon

MRA MOTOCROSS
June 20, 1971

100 NOVICE
Mike Bedard Hon
Ralph Weidling Bul
125 NOVICE
Rich Powell Yam
John McRae Pen
Chuck Paya Bul
Scott Borba Yam
250 NOVICE DIV. I
Tom Madlem Mai
Ray Atkinson Hus
Craig Gilmour Hus
250 NOVICE DIV. II
Pat legge Hus
John Cooney CZ
Ed Ghilardi CZ
OPEN NOVICE
Bob Williams Hus
Dan Reinmuth Hus
Ron Martinez Hus
250 SENIOR
Ron Self CZ
Rory Muscatell CZ
Darrell Courtright Hus
OPEN SENIORS
Larry Batistoni CZ
Skip Taylor CZ

HARE SCRAMBLES
Lost Coyotes M.C.
Bird Springs, Calif.
June 27, 1971 (p)
By Phil Camitses

OVERALL
Mike Patrick Yam Open Ex
Larry Pfutzenreuter Bul 250 Ex
Rex Teneych Hus OpAm
Jack Kneble Hus OpAm
Terry Clark H-D 100 Ex
Charles Vandevoorde Hus 250 Am
Dick Breker Hus OpEx
Wes Anderson, Jr. Bul 250 Ex
Jim Brown Bul 250 Ex
Gary Griffin Bul 250 Ex
FIRST NON-MALE
Jan Ditson Hod 100Ex

THE FIRST NAME WAS RIGHT!

In the first part of this series, the 250cc Ossa pictured was reportedly owned by Dave Ekins. Well, it's not and is our face red for letting it get by us. Anyway, make note that the machine is owned and operated by Dave Evans. Sorry Dave – both of you.

ENDUROS *(Continued from page 23)*

When you've finished preparing the bike, take a close look at the bod. Is it, saggy or overweight? Is the carburetion poor from too many cigarettes cutting down the air supply? Are you trying to run on a poor grade of fuel like potatoes and martinis? If you come into the lunch break and have to force yourself to get back on the bike after a half hour rest, your body needs attention and you better not neglect it. If your bike wears out, you can junk it and get a new one, but new bodies are hard to come by.

Riding gear is like women. Every guy had his own ideas about the right combination of desirable attributes. The tradeoff (in riding gear) is usually protection versus heat and bulk. Most guys are sold on the advantages of wearing helmets and boots but there's a lot of disagreement over almost every other item. For what it's worth I'm a firm believer when it comes to leathers (bottoms, that is) kidney belts, belstaff jackets in anything but the hottest weather and goggles with glass lenses. If it looks like it's going to be a tough run with bad spills a real possiblity, I wear motocross knee pads, elbow pads and sometimes even shoulder pads. If you have to get around someone in a bad rocky section, that padding is worth a lot of courage.

The last item is one which I can't stress too strongly. Carry some emergency supplies. Water, matches, a knife and a candy bar are the very minimum. Water particularly might just save your life or somebody else's someday. If you get off hard and it's very hot, the difference between passing out, off the trail and out of sight, and somehow managing to get to help, might be just a swallow of water. It doesn't matter whether you're in the forest or desert either. Carry the water on you, not on the bike. I know it's hard to take, but you and the bike are not inseparable.

Good preparation is at least half the battle. Do it right and you'll enjoy enduros a great deal more than the guy who has to hike ten miles every Sunday pushing his bike.

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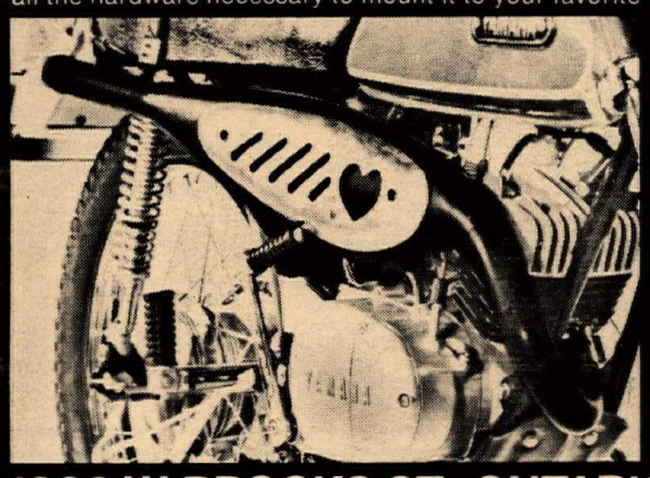

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MOTOCROSS
Deadman's Point
Apple Valley, California
June 27, 1971
By Dave Brown

POWDER PUFF
S. Craghead Yam
K. Martin Mon
100 JUNIOR DIV. I
N. Wyckoff Kaw
H. Bliss Ric
G. Poppet Hon
100 JUNIOR DIV. II
D. Meyer Yam
G. Black Hod
D. Fletcher Yam
125 JR DIV. I
B. Mc Martin Yam
J. Hrynkiewicz Bul
J. Jacks Yam
125 JR. DIV. II
J. Rich Suz
T. Walters Yam
S. Lilly DKW
250 JR. DIV. I
M. Samuelson Mon
D. Howard CZ
G. Little CZ
250 JR. DIV. II
R. Varuel Oss
500 JUNIOR
J. Howard CZ
J. Carmello CZ
M. Mullen Yam
100 INTERMEDIATE
W. Pollock Suz
100 SENIOR
F. Wilsford, Sr. Hod
L. Peterson Kaw
125 INTERMEDIATE
J. Travis Yam
125 SENIOR
R. Klassen Bul
G. Ferris Yam
250 INTERMEDIATE
G. Whitehead Oss
C. Wagner Hus
250 SENIOR
R. Staten CZ
T. Rogers Mai
500 SENIOR
B. Feldkamp Hus

HALF-MILE
Ascot Park
Gardena, California
June 25, 1971 (P)

TROPHY DASH
Lloyd Houchings BSA
DeWayne Keeter H-D
Nel Lacher Nor
Ron Moore
FAST EXPERT TIME
Lloyd Houchins Tri
FAST JUNIOR TIME
Ron Moore Tri
NOVICE MAIN
Steve Nichols Yam
Gary Caldwell Bul
Denny Carlson Bul
Tom Horton Yam
Carlo Lucio Suz
Randy Baily Yam
Sal Peluso Yam
Ivan Shigehasa Mon
John Sperry Suz
JUNIOR MAIN
Al Baker Tri
Rón Moore Tri
Loyal Penn Tri
Gary Kapus Yam
Harry Dring BSA
Mike Lane Tri
Tim Wolf Tri
George La Fortune BSA
EXPERT MAIN
DeWayne Keeter H-D
Mel Lacher Nor
Ed Wirth Nor
Shorty Seaborne Nor
Terry Dorsch Tri
Mike Haney Tri
Glen Adams Nor
Chuck Hart Yam
Mike Moore H-D
Lloyd Houchins BSA

TT SCRAMBLES
American Canyon M.C. Club
Vallejo Speedway
Vallejo, California
June 25, 1971
By James Brammer

100 NOVICE FINAL
John Prince Kaw
Steve McCartney Kaw
Karl Cleeton Kaw
125 NOVICE FINAL
Rick Huggard Suz
Mark Yarrow Yam
428H Yam
175 NOVICE FINAL
Mark Dunaway Ric
Bill Rider Hon
Mike Kalamaras Bul
200 NOVICE FINAL
Mike Vestal Bul
Randy Clark Bul
Mike Lane Bul
250 NOVICE FINAL A
Kent Johnson Bul
Larry Birkhofer Bul
Steve Birkhofer Bul
250 NOVICE FINAL B
Olen Stilwell Bul
John Taylor Bul
Don Posa Yam
350 NOVICE FINAL
Jean McFarland Bul
Kent Johnson AJS
650 NOVICE FINAL
Thomas Tyrrell Tri
243H T Tri
Dale Keltie Tri
125 JUNIOR FINAL
George Combs Yam
Charles Kole
Billy Wilson Kaw
200 JR-EX FINAL
Greig Fambrini Bul
Jerry Kole Bul
John Hearne Bul
250 JUNIOR FINAL
Bob Hunt Bul
Don Roemer Bul
Joe Hackmann Bul
500 JUNIOR FINAL
Ron Kesler Suz
Tom Kopriva
Jerry Bland Bul
650 JUNIOR FINAL
Phil Anderson BSA
Lee Gillaspie BSA
Ron Orr BSA
250 EXPERT FINAL a
John Gennai Bul
Pat Mc Caul Oss
Larry Drew Bul
250 EXPERT FINAL B
Jerry Cochrane Bul
Bill Verbscio BSA
Jack Lewis Bul
500-650 EXPERT FINAL
John Gennai Tri
Jim Sailtone Mai
Ken Helling Tri
WHEELIE CONTEST
John Gennai Bul
Dennis Muelrath Bul

ACA TT & SHORT TRACK
El Toro Speedway
El Toro, California
June 23, 1971
By Rich Hoffman

125 JUNIOR TT
Bruce McDougal Yam
J. Heemsberger Kaw
D. Messersmith Yam
250 JUNIOR TT
Morris Moline AJS
Marty Davis Bul
John Calicchio Yam
500 JUNIOR ST
John Calicchio Yam
Don Williams Mon
Don Fraunberger Bul
125 JUNIOR ST
Bob Butt Yam
Roger Dobins Yam
D. Grigsby Yam
250 JUNIOR ST
Jim Hendry Oss
Marty Davis Bul
John Swinko Bul
500 JUNIOR TT
Joe Jones BSA
Don Frauenberger Bul
Don Williams Mon
125 SENIOR TT
Rob Morrison Kaw
Scott Smith Yam
Ron Taylor Suz
250 SENIOR TT
Scott Smith Yam
Mike Meyers Yam
Carrol Highland Bul
500 SENIOR TT
Chuck Clyaton Bul
Bob Frauenberger Bul
125 SENIOR ST
Scott Smith Yam
Hank Scott Yam
Bob Sanders Yam
250 SENIOR ST
Scott Smith Yam
Mike Meyers Yam
Tom White Bul
500 SENIOR ST
Chuck Claydon Bul
Bob Frauenberger Bul

TT SCRAMBLES
Lodi, California
June 18, 1971
By Bill Spencer

WOMEN
Shelly Trammell Yam
Genger Burrola Bul
650 EXPERT
Dan Hughes Tri
Rick Otto Tri
Dennis Spence Tri
500 EXPERT
Jim Foley Yam
Ray Huff Bul
John Hall Hon
650 JUNIOR
Rudy Jacobs Tri
Rocky Kramer BSA
500 JUNIOR
Dave Scott Mai
Roger Steyding Hon
Dennis Cummings Hon
650 NOVICE
Conrad Saxelby Tri
Harold Feickert BSA
500 NOVICE
Bruce Rust Mon
Frank Mendoza Bul
350 NOVICE
Roger Houstoni Hon
Bruce Kuehn Hon
250 EXPERT
Jim Foley Yam
Jimmie Brooks Bul
Mike Renslow Bul
250 JUNIOR
Dan Leet Mon
Bob Johnstone Bul
Rich MacMurray Yam
250 NOVICE
Ray Sanchez Suz
Jerry Barrick Suz
Ron Boley Yam
200 JR - 125 EX
Jeff Davidson Bul
Dale Stetler (tie) Bul
200 NOVICE
John Reid Bul
Joe Klien Bul
175 NOVICE
Rich Reese Hon
Greg Asbill Yam
125 NOVICE
Ed Aksland Yam
Russ Herring Yam
Greg Greener Bul
100 JUNIOR
Dave Burton Kaw

CMC MOTOCROSS
June 20, 1971
Salt Lake City, Utah
By Shirley Knop

100 NOVICE
Roger Golding Hod
Jack Plumb Hod
Dave Burnett Hod
125 NOVICE
Kim Morgan Ric
Lynn Rupper Pen
Tom Park DKW
200 NOVICE
Mike Droscher Yam
Brook Peterson Suz
Forrest Sims Bul
150 NOVICE
Charley Killian Mon
Phil McDonald Hus
Mark Williamson Kaw
OPEN NOVICE
Larry Butcher Mai
Mike Mower Hus
Guy Pierce Mai
100 EXPERT
Jerry Davis Yam
Doug Brown Hod
125 EXPERT
Warren Spencer Yam
Peter Crandall Pen
Ken Archibald Yam
200 EXPERT
Kevin Croft Suz
Rick Lewis Kaw
Dave Parker Suz
250 EXPERT
Steve Burgess Yam
Dennis Packard Hus
Kerry Fowler Mai
OPEN EXPERT
Dennis Packard Hus
Don Fuller Yam
Bob Brown Mai
PASSENGER
UNDER 200cc
Robert Plumb/
Jack Plumb Hod
Dave Parker/
Randy Peterson Suz
Lawry Bowden/
Chris Bowden Yam
PASSENGER
OVER 200cc
Preston Gerber/
Phil McDonald Hus
Kerry Fowler/
John Price Mai

SCRAMBLES
Hayward, California
June 19, 1971
By Bill Spencer

100 NOVICE
Rick Lemlar Kaw
Greg Leopold Yam
John Gibbs Kaw
125 NOVICE
Mark Lemlar Yam
Bob Hammon Suz
Dean Yoshizumi Yam
100-125 JUNIOR-EX
Dan Jensen Puc
Steve Langston Suz
175 NOVICE
Rod Forseth Kaw
Mike Burns Hon
200 NOVICE
Mike Brown Bul
Marc Benigno Bul
200 JUNIOR
Rich Brown Bul
Larry Alexander Bul
Steve Powell Bul
250 NOVICE
Chuck Frazier Oss
Jeff Simoneah Yam
Frank Nye Bul
250 JUNIOR
Ron Hayano Oss
Roy Tobouda Bul
Gary Leopold Yam
250 EXPERT
Pat McCaul Oss
Rick Hocking Bul
Jim Foley Yam
350 NOVICE
Todd Oleson Hon
Russ Barrett Hon
350 JUNIOR
Tom Seidel Hon
Greig Fambrini Hon
500 NOVICE
Stu Dixon Mon
Mike Bender Yam
Monty Tavares Yam
500 JUNIOR
Tom Kopriva C-Z
Mike Kenyon Bul
500 EXPERT
Jim Foley Yam
John Gennai Bul
John Hall Hon
650 NOVICE
Conrad Saxelby Tri
Adam Sebedra Tri
650 JUNIOR
Paul Leuty Tri
Sonny Victor Tri
650 EXPERT
Steve Hernandez Tri
Tiffen Mullenaz Tri
Fred Cziska Tri

SCRAMBLES
Oregon Sidewinder
Clackamas, Oregon
June 12, 1971
By N.A. Williams

100 BEGINNERS TD
Doug Ringer Hon
A MAIN
Doug Ringer Hon
Brad Ward Suz
Don Denny Yam
100 TROPHY DASH
Rupert Dykstra Kaw
A MAIN
Rupert Dykstra Kaw
Ricky Graves Kaw
Steve McCabe Kaw
B MAIN
Ron Bell Suz
Steve David Kaw
C MAIN
Rick Waters Kaw
200 TROPHY DASH
Jim Curtis Bul
A MAIN
Ron Denny Bul
Jim Curtis Bul
Chuck Brown Yam
B MAIN
Mickey Pfeiffer Kaw
Bob House Yam
C MAIN
Rick Waters Bul
250 TROPHY DASH
Robby Ohge Mon
A MAIN
Ricky Graves Bul
Jim Walden Yam
Bob Block Yam
B MAIN
Don Weeks Bul
Steve McCabe Kaw
C MAIN
John Graham Bul
500 TROPHY DASH
Don Dodge Kaw
A MAIN
Don Dodge Kaw
Brian Mosley Yam
Jay Lacey Tri
B MAIN
Mike Stewart Tri
Marvin Azar Yam
OPEN CLASS TD
Jerry Callahan BSA
A MAIN
Henry Schram Tri
Phil Austin H-D
Jerry Callahan BSA

SCRAMBLES
Sidewinder of Oregon
June 19, 1971
100 BEGINNERS MOTOCROSS
Doug Ringer Hon
Jeff Celorie Kaw
Brad Ward Suz
100 TROPHY DASH
Rupert Dykstra Kaw
A MIAN
Ricky Graves Kaw
Rupert Dykstra Kaw
Bill Ehrens Kaw
B MAIN
Brad Taggart Kaw
Steve David Kaw
C MAIN
Ron Denny Yam
200 TROPHY DASH
Ron Denny Bul
A MAIN
Chuck Brown Yam
Ron Denny Bul
Jim Curtis Bul
B MAIN
Rupert Dykstra Kaw
Wayne Williams Yam
C MAIN
Frank Walker Yam
250 TROPHY DASH
Ricky Graves Bul
A MAIN
Ricky Graves Bul
Steve Brose Mai
Bill Oliver Suz
B MAIN
Mike Bailey Oss
Steve McCabe Kaw
C MAIN
Ken Shanahan Kaw
500 TROPHY DASH
Don Dodge Kaw
A MAIN
Don Dodge Kaw
Brian Mosley Yam
Doc Harmon Kaw
500 B MAIN
Marvin Azar Yam
Ray Fisher Hus
OPEN CLASS TD
A MAIN
Ed Richardson Tri

OPEN CLASS TD
Lance Margeson
A MAIN
Ed Richardson Tri
Jim Gale Tri
Lance Margeson Tri
B MAIN
Jerry Callahan BSA
Derryl Anderson Tri

CMC MOTOCROSS
Ascot Park
Gardena, California
June 24, 1971 (P)
By Dick Wright

100 JUNIOR
D. Zahrt Bul
D. Miller Hod
T. Lvera Suz
125 JUNIOR
L. Quintard Yam
F. Garcia Bul
G. Elders Yam
250 JUNIOR
R. Davis CZ
J. Early Mai
D. McLeish Yam
500 JUNIOR
P. Mahnke Hus
B. Madden CZ
B. Bucklin Mai
125 INTER
J. Riggi Ric Ric
J. Vandergeest Puc
K. Zahrt Bul
125 EXPERT
J. Wright Ric
B. Holcomb Pen
G. Cunningham Yam
250 INTER
B. Barker Oss
D. MacCormack Oss
M. Horstman CZ
250 EXPERT
D. Hockie Oss
B. Holcomb Mai
J. Wright Ric
500 INTER
D. McKee Mai
500 EXPERT
M. Cram Mai
B. Holcomb Mai
D. Pessey Oss

TT
Huntington Bch. Cycle Park
June 27, 1971
100 NOVICE
Mickey Merlin Kaw
Robert Morgan Kaw
Jack Freeman Kaw
250 NOVICE
Mike Yorba Bul
Mike Perez Yam
Thomas Howe H-D
100 EXPERT
Bob Sanders Kaw
Richard Sweaney Kaw
Dennis Briggs Kaw
250 EXPERT
Tom White Bul
Cary Tanner Mai
Fred Timberlake Bul
125 NOVICE
Vern Maxwell Bul
Debbie Reon Yam
Jack Freeman Kaw
350-OPEN NOVICE
Bob Gonzales Bul
Brian McMillan Tri
125 EXPERT
Bob Sanders Kaw
Earl Roloff Yam
Dennis Briggs Kaw
350 — OPEN EXPERT
Tom White Tri
Don Emmons BSA
Cary Tanner Mai
100 NOVICE
Jack Boone H-D
Mike Cappello Ric
Dale Walters DKW
250 NOVICE
Bill Gonzales CZ
Ron Palmer Yam
Randy Frederickson Bul
125 EXPERT
Jack Riggi Ric
Allen Garrett Yam
OPEN EXPERT
Rick Hammel
Casey Callender Suz
125 NOVICE
Von Peterson DKW
Mike West Suz
Rick Bellamy Bul
OPEN NOVICE
Bob Campbell Hus
Frank McNab BSA
250 EXPERT
Gary Cochell Bul

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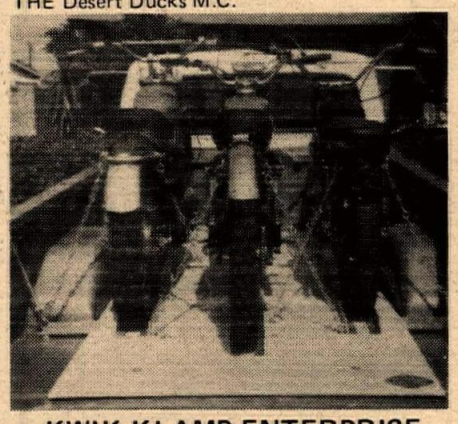

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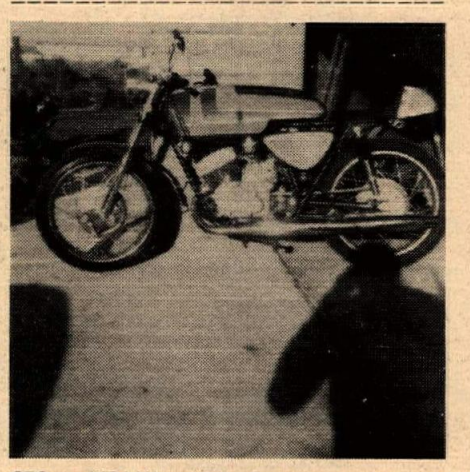

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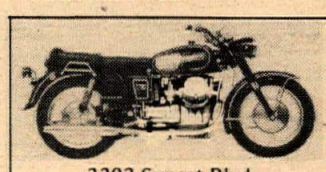
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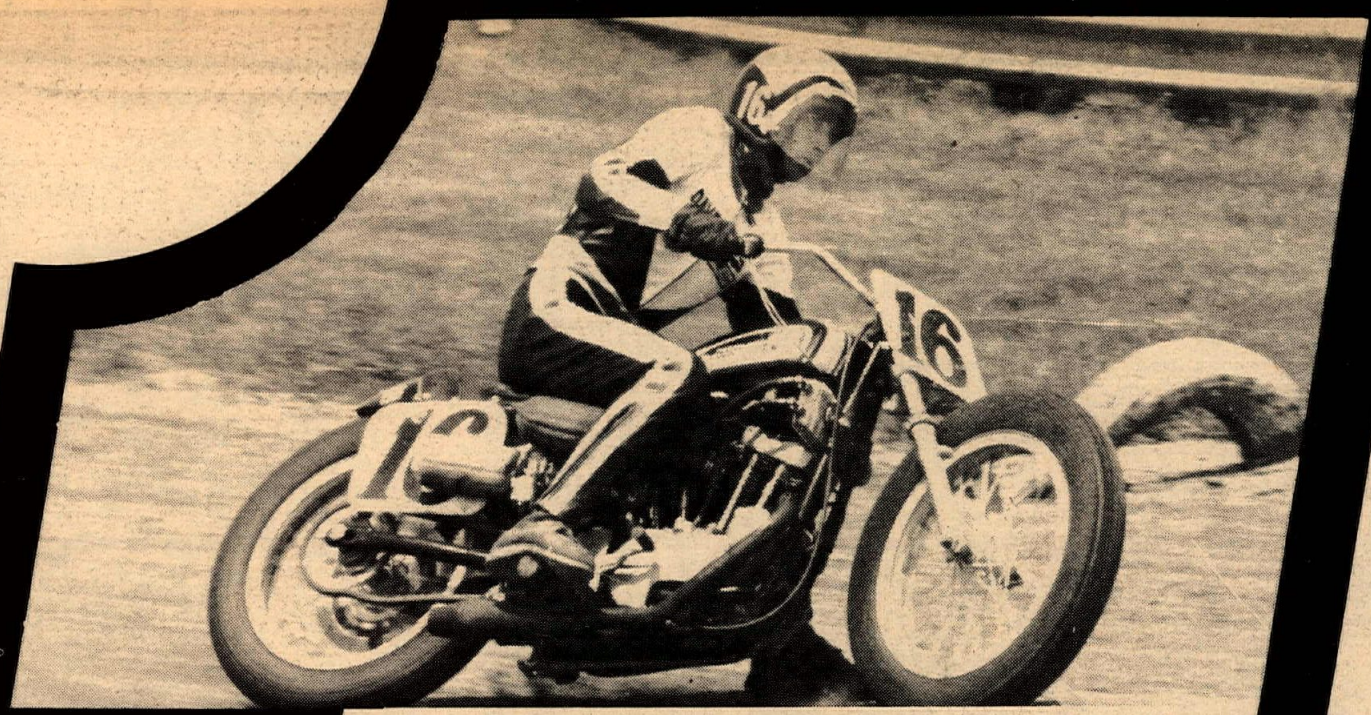

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